

♦ ISSUES REPORT ♦



GLENMONT
TRANSIT IMPACT AREA & VICINITY
SECTOR PLAN



MAY 1994

ABSTRACT

TITLE: Glenmont Sector Plan Issues Report

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Glenmont Sector Plan

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ABSTRACT: This report is the first document in the master plan process for the Glenmont Sector Plan area. This report identifies issues to be addressed in the Glenmont Sector Plan. It contains issues identified by the Glenmont Sector Plan Citizens Advisory Committee (CAC) and the Montgomery County Planning Department staff in its meetings during the winter of 1993 and spring of 1994. The Glenmont Sector Plan will serve as a comprehensive amendment to the July 1978 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*.

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LENMONT
TRANSIT IMPACT AREA & VICINITY
SECTOR PLAN

MAY 1994

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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two Counties.

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GLENMONT SECTOR PLAN

ISSUES REPORT

Comprehensive Amendment to the July 1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity

I. INTRODUCTION

This Issues Report is the first written document in the preparation of a new Sector Plan for the Glenmont community. The Plan will serve as a comprehensive amendment to the July 1978 *Sector Plan for the Glenmont Transit Impact Area and Vicinity*. The Issues Report provides an opportunity prior to initiating work on a Staff Draft Sector Plan to identify and examine major concerns. The issues in this report were identified by the Glenmont Sector Plan Citizens Advisory Committee and Planning Department staff at the Maryland-National Capital Park and Planning Commission (M-NCPPC).

The Issues Report is a comprehensive list of problems and opportunities in the Glenmont Community. Since it is the first written document in the sector plan process, the report does not present options, solutions, or recommendations to address the concerns. Instead, this report is designed to foster discussion and dialogue with regard to the community's concerns and to outline the issues that will ultimately be addressed in the Sector Plan. In addition, the Issues Report will be reviewed by the Planning Board to ensure that its scope is consistent with the Montgomery County Planning Department's approved work program.

This report is organized in five sections. Following this Introduction, Section II outlines the planning process. Section III provides a description of the Sector Plan area and background information regarding Glenmont yesterday and today. Section IV reviews the planning documents that have guided development in the area for nearly 30 years, from 1964 to the present.

Current concerns are discussed in Section V, Planning Issues. Issue categories include land use, transportation, community identity and design, community facilities and services, and environment. Major objectives from the 1978 Glenmont Sector Plan are presented at the beginning of each issue category as a point of reference to the past. During the development of the Sector Plan, the overall objectives from the 1978 Sector Plan will be reviewed to determine whether they still represent the problems and opportunities in the community today.

Current issues are introduced with a narrative for background and historical context, followed by a set of questions which will be examined during the sector plan process. Some issues listed herein may not be addressed in the final approved and adopted version of the Glenmont Sector Plan. However, all of the major concerns are reviewed in this Issues Report so that the full range of interests are known. While the sector plan process is focused

on the Glenmont area, an attempt will be made to address as many issues as possible. Some issues may either be resolved before the Sector Plan is complete, or may not be appropriate for inclusion in the final document. Section VI of this report identifies those issues which are not appropriately addressed in the Sector Plan along with the government agency or private organization best equipped to address the issue.

Throughout this report, text that has been taken from another document is indicated by shading.

II. PLANNING PROCESS

A. Geography

The term "master plan area" is used to define the area covered by an individual master plan. A "sector plan area" is a subset of a master plan area, i.e., it covers only a portion of the master plan area. Typically, sector plans are done for central business districts or transit station impact areas. Sector plan area boundaries are established to respond to common issues, natural boundaries, community affiliation, or other characteristics. Sector plan areas often differ from other geographic boundaries used in Montgomery County such as "policy areas" that have been established by the County Council for other purposes.

B. Master/Sector Plan Process

Appointment of a Citizens Advisory Committee (CAC) is the first step in the master/sector plan process. The CAC for the Glenmont Sector Plan was appointed by the Montgomery County Planning Board in October 1993.

CACs comprise individuals who represent residents, neighborhood associations, civic groups, businesses, landowners, developers, and other special interests. CAC members help identify important planning issues and areas of concern in the community. They have the responsibility to represent their constituencies, bring their concerns to the table for discussion, and keep them informed of the sector plan's progress and proposals.

The Planning Department staff work with the CACs to help frame the issues, provide technical information and research data, and assist with the preparation of this and future documents. The community's concerns, as expressed through the CAC members, become the foundation for the Issues Report. (See Figure 1 for an overview of the master plan development process. This process is the same for sector plans.)

The next step in the master/sector plan process is the development of the Staff Draft Plan. The Staff Draft Plan, like the Issues Report, is designed to be a cooperative effort between the CAC and the Planning Department staff. The Staff Draft Plan examines the concerns raised in the Issues Report and presents alternative courses of action through specific recommendations. It provides a vision for the sector plan area and a "road map" for its achievement.

Figure 1

Montgomery County Master Plan Development Process

Planning Board submits, and Council approves:

Annual Work Program

Planning staff initiates community participation and prepares:

Issues Report

Planning staff reviews Issues Report with Planning Board, and then prepares:

Staff Draft Plan

Planning Board reviews Staff Draft, and, with modification as necessary, approves plan as suitable for public hearing.

Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony,
receives Executive comments at Board worksessions,
and adjusts Public Hearing Draft to become:

Planning Board (Final) Draft Plan

Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

Planning Board (Final) Draft Plan Transmitted to County Council

Council holds public hearing and worksessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

Approved and Adopted Master Plan

The Staff Draft Plan is presented to the Planning Board by the Planning Department staff with the CAC present for comment. The Planning Board's review of the document generally focuses on whether the draft is ready to be the subject of a public hearing. The Planning Board makes whatever modifications it deems necessary and a Public Hearing (Preliminary) Draft Plan is prepared. The Public Hearing (Preliminary) Draft Plan is a formal proposal to amend an adopted master or sector plan. A public hearing is then held by the Planning Board for the purpose of receiving testimony on the Public Hearing (Preliminary) Draft Plan.

After the public hearing is held, the Planning Board holds open worksessions to review testimony and revise the Public Hearing (Preliminary) Draft Plan. The number of worksessions varies with the degree of complexity and consensus on the issues. During this time, the Planning Board discusses the sector plan recommendations on specific issues. A joint review with the Executive staff regarding the fiscal impacts of the proposed plan also takes place during the worksessions. Once the worksessions are completed, the Public Hearing (Preliminary) Draft Plan is amended by the Planning Board and republished as the Planning Board (Final) Draft Plan. It is then transmitted to the County Council and the County Executive.

The County Executive has 60 days to comment on the Planning Board (Final) Draft Plan and prepare a fiscal impact analysis for the County Council. After the County Council receives the Executive's comments and fiscal analysis, a public hearing is held. Similar to the Planning Board, open worksessions are conducted to review the testimony from the public hearing and revise the Planning Board (Final) Draft Plan. After the worksessions are complete, the county Council adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

Once approved by the County Council, the sector plan is formally adopted by the full Maryland-National Capital Park and Planning Commission (the Montgomery and Prince George's County Planning Boards). Following the approval and adoption process, the Planning Department staff assumes responsibility for publishing an approved and adopted sector plan, formally filing it with the Clerk of the Circuit Court, and making it available to the public. The Planning Department staff is typically instructed to prepare a sectional map amendment for the area. A sectional map amendment is a comprehensive rezoning of the sector plan area to implement the zoning recommendations of the sector plan.

C. Relationship to Other Plans

1. Transitway and High-Occupancy Vehicle (HOV) Network Master Plan

Although still in development by the Planning Department, the *Transitway and High-Occupancy Vehicle (HOV) Network Master Plan* will form a significant component of Montgomery County's comprehensive strategy for enhancing local, County and regional mobility. This plan will identify the location of needed rights-of-way for transit and HOV facilities, including stations, parking areas, and storage and inspection yards.

Since the revision to the Glenmont Sector Plan will precede adoption of the Transitway and HOV Network Master Plan, the Staff Draft Glenmont Sector Plan will respond to issues raised in the Issues Report for the Transitway and HOV Network Master Plan insofar as the issues relate to Glenmont. The land use recommendations in the Glenmont Sector Plan should include sufficient flexibility to accommodate up to two future transitways and support facilities in Glenmont; however, the determination of the actual alignments and the establishment of the necessary rights-of-way will be accomplished by the Transitway and HOV Network Master Plan. Approval of the Transitway and HOV Network Master Plan will amend various approved and adopted area master plans (e.g., the Glenmont Sector Plan) to place rights-of-way for transit and HOV facilities in individual planning areas in order to protect those rights-of-way.

2. Aspen Hill Master Plan

The *Aspen Hill Master Plan* was approved by the Montgomery County Council in March 1994. This Plan "recommends a future transitway on Georgia Avenue to provide transit service between Norbeck Road and the future Glenmont METRO station." While recognizing that a design study of this transitway alignment is necessary, the *Aspen Hill Master Plan* recommends that construction of the transitway be considered in the median of Georgia Avenue where possible.

3. Intercounty Connector (ICC) Environmental Impact Study

The Maryland Department of Transportation is currently preparing a project planning study for the ICC which will include the preparation of an environmental impact statement. The study will consider both the existing alignment and alternative alignments of the ICC. If, as a consequence of this study, a policy decision is made not to construct the ICC (i.e., the "no build alternative"), or if the ICC is constructed with less capacity than is currently envisioned, then future traffic volumes on major east-west roads such as Randolph Road could be affected. A decision not to build the ICC or to build a scaled-down version will result in a reexamination of the assumptions in master/sector plans for the surrounding areas. Approval of the Glenmont Sector Plan is expected to take place before final decisions have been made regarding the ICC.

III. BACKGROUND: GLENMONT SECTOR PLAN AREA

A. Description

The Glenmont Sector Plan area contains approximately 568 acres exclusive of public rights-of-way. It is generally bordered by Middlevale Lane on the east; Weller Road on the north; Denley Road and Lindell Street on the west; and the Glenmont Forest Apartments and

Randolph Road on the south. To the south of the Glenmont Sector Plan area are Wheaton Regional Park and Brookside Botanical Gardens.

B. Glenmont Yesterday

The community known as Glenmont is located where three important roads converge: the Washington and Brookeville Turnpike, later called Georgia Avenue; Old Annapolis Road, now called Randolph Road; and a road which later became Layhill Road. According to the 1879 Hopkins Atlas of Montgomery County, Glenmont included a store operated by local merchant Samuel H. Jones and several scattered homes, such as that belonging to Patrick Lyddane, an Irish immigrant.

During the latter part of the century, a popular roadhouse called High Steps opened on the corner of Brookeville Pike and Layhill Road. The 1894 Hopkins Atlas showed that Weeks' blacksmith shop had also opened in Glenmont. Four years later, in 1898, the Glenmont Post Office was established with Isaac Neviaser as the first of four postmasters. The original Glenmont Post Office was only open for four years, however; in 1902 service was discontinued and moved to Wheaton.

During the early 1900's, farmland in Glenmont was split up into smaller parcels occupied by a mixture of older Montgomery County families and "city people" searching for a bit of country living not too far from town. Two-story frame houses were the norm. The grandest house in Glenmont, "Winden," was a Tudor-Style stone house owned by the Denley family on the west side of Georgia Avenue (i.e., the triangular parcel now owned by WMATA).

During the Prohibition Era, the roadhouse at Brookeville Pike and Layhill Road was purchased by Charles E. Dwyer who converted the building to a grocery store. For a time, the U.S. Postal Service maintained an office in the corner of the grocery. In 1925, Albert Xander acquired the store. Xander installed gasoline pumps and moved the country store to the ground floor.

In the Fall of 1926 the Glenmont area observed with great fanfare the opening of the new Glenmont Elementary School. This school consolidated and replaced the former Layhill, Aspen and Wheaton rural elementary schools. Located on Brookeville Pike one mile north of Wheaton, the Glenmont School had four classrooms, two special department rooms and a large auditorium to accommodate its 125 students.

Major development did not occur in Glenmont until after World War II when the buildup of wartime Washington and the return of American soldiers led to a serious housing shortage. Montgomery County had long been a "prestige community" of expensive homes on large lots, but developers were able after the war to secure approval of some of the County's first tract housing—affordable homes on small lots built on the west side of Georgia Avenue. Approval of the new development did not come easily; estates were still the norm. However, the moral obligation to house the veterans—and the profits to be made—proved decisive.

During the 1950's, Xander's Market, a Glenmont landmark from 1925 to 1953, was demolished to permit the widening of Georgia Avenue. The first part of the Glenmont Shopping Center opened in 1958 to serve the growing Glenmont community. Garden apartments sprang up east of Georgia Avenue during the 1960's. The rural community which had existed in Glenmont a century earlier had become a true suburb. (*Note: Jane Sween of the Montgomery County Historical Society; M-NCPPC historian Mike Dwyer; and Montgomery County, A Pictorial History* by Margaret Coleman and Anne Lewis, all provided historical information used in this section of the Glenmont Issues Report.)

C. Glenmont Today

Based upon the 1990 Census, the 1990 population of the Glenmont Sector Plan area was approximately 7,000, about five percent less than in 1980. About 37 percent of Glenmont residents are black, Asian, or an "other" minority racial group compared to approximately 23 percent of County residents. Households headed by single people make up half of all Glenmont Sector Plan area households, nearly eight percentage points higher than the County as a whole. The median age of a Glenmont resident is 32 years old, two years younger than the County median age.

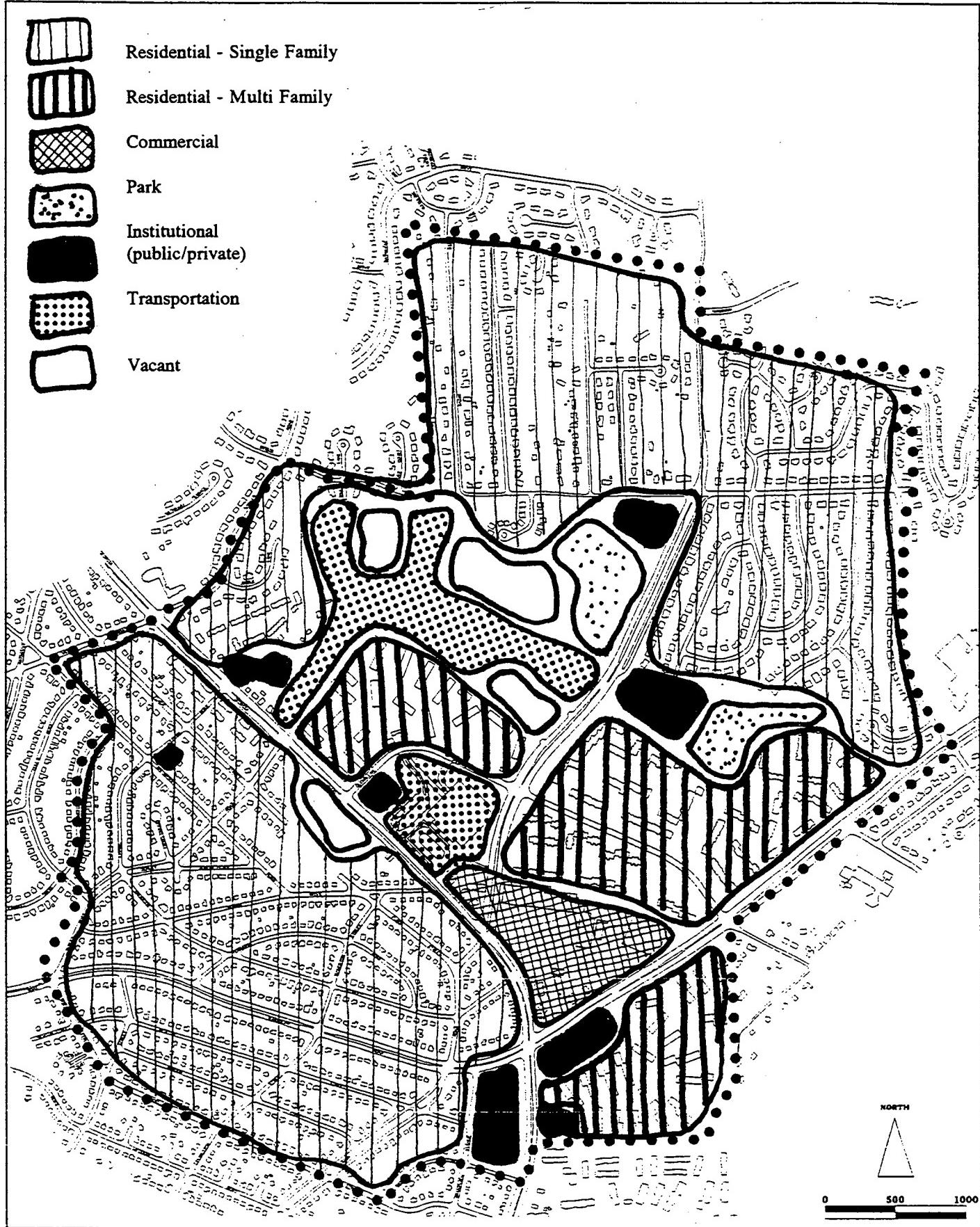
Physically, the Glenmont community remains essentially the same as when the last Glenmont Sector Plan was done in 1978. The Glenmont Sector Plan area exhibits a commercial center surrounded on three sides by multifamily housing developments. (See Figure 2.) Over half of the dwelling units in the Glenmont Sector Plan area are in multi-family structures (nearly 1,700 units), compared to about thirty percent in the County as a whole. In 1990, the median rent for an apartment in Glenmont was comparable to the median rent County-wide. Single family housing (nearly 1,400 units) surrounds the multi-family housing and commercial center of Glenmont. The median, existing single-family detached sales price was \$134,000 in 1991 compared to \$209,000 in the County as a whole.

Some development has occurred in Glenmont since 1978. A new wing in the center of the Glenmont Shopping Center added 27,497 square feet of retail space. Other changes to the physical landscape have occurred in anticipation of the extension of METRO to Glenmont. In July 1993, an 1,800 space METRO parking garage and bus station area opened on the parcel bordered by Glenallan Avenue, Layhill Road and Georgia Avenue. A groundbreaking for the METRO tunnel was held in August. The houses on the west side of Georgia Avenue between Urbana Drive and Randolph Road have been demolished to facilitate the cut-and-cover construction of the METRO tunnel. The construction plans for the station itself were reviewed by the Montgomery County Planning Board on September 13, 1993.

In addition to the transit-related improvements in Glenmont, several changes to the road network have also been implemented in recent years. In FY 91, Layhill Road was reconstructed to a six-lane divided section from Georgia Avenue to Glenallan Avenue and a four-lane divided section from Glenallan Avenue to north of Longmeade Road in the Aspen Hill planning area. This improvement was recommended in the 1978 Sector Plan. Another improvement recommended in the 1978 Sector Plan has also been completed recently: the

Existing Land Use Patterns

Figure 2



widening of Glenallan Avenue to a four-lane arterial (with a center turn lane) from Georgia Avenue to Layhill Road.

Two other road improvements have also been initiated recently in Glenmont: construction of a northbound right-turn lane from Georgia Avenue onto Layhill Road, now complete, and the addition of a second left-turn lane from eastbound Randolph Road onto northbound Georgia Avenue, currently under construction. These improvements were required as conditions of a subdivision approval north of the Glenmont Sector Plan area (i.e., the Parker Property). They will improve circulation in Glenmont, but peak hour traffic congestion will continue to be a problem in Glenmont for the foreseeable future. Even greater delays can be expected due to the disruption resulting from construction of the METRO station and tunnel.

As noted in the 1978 Sector Plan, two of the school sites acquired in 1967 (Foxhall Elementary and Layhill Junior) were determined by the Board of Education (BOE) not to be needed due to declining enrollments. In 1975, both sites were deeded to Montgomery County. Later, 11.3 acres of the 17.68 acre Layhill site were deeded to the Parks Department; this ground is now Glenfield Park.

Declining enrollments also forced the closing of two former elementary schools, Saddlebrook and Glenmont. Saddlebrook was deeded to Montgomery County; the County now leases it to the Parks Department. Glenmont Elementary is leased in part to the Ritz World Gym and in part to a private school, the Maharishi School of the Age of Enlightenment. The First Steps day care center and Kensington-Wheaton Youth Services sublease space from the private school.

Elementary school enrollments in the Kennedy, Wheaton, and Einstein clusters now appear to be more stable than secondary school enrollments. Montgomery County Public Schools (MCPS) projects that the facility space added to elementary schools during the 1980's will be adequate in most cases to handle enrollments during the 1990's. At the secondary level, however, additional space will be needed to accommodate enrollment increases during the 1990's.

Demographic changes in the community—Glenmont is more racially diverse than the County as a whole—are also being reflected in the schools. African-Americans now represent about a third of the student body at Kennedy High School; Asian and Hispanic students together account for nearly another third; white students comprise the remaining third.

IV. PLANNING HISTORY

A. 1964 General Plan and 1969 General Plan Update

In 1964, a bi-County plan for Montgomery County and Prince George's County was adopted, ...*On Wedges and Corridors, a General Plan for the Maryland-Washington Regional District in Montgomery and Prince George's Counties*. The General Plan was updated in 1969 with more specific goals and guidelines for the wedges and corridors

concept in Montgomery County. For more than two decades, the General Plan has guided the land use pattern and the transportation system in Montgomery County. Its name, ...*On Wedges and Corridors*, comes from the regional land use pattern it recommends. The concept is based on six corridors of urban development radiating out, like spokes of a wheel, from the existing land use patterns in Washington, D.C. The corridors of development are separated by wedges of open space, farmland, and lower density residential uses. The concept has shaped the County's land use pattern by channeling growth into development and transportation corridors, with the Urban Ring in lower Montgomery County close to Washington, D.C.

B. 1978 Sector Plan for Glenmont Transit Impact Area

Specific guidance for the Glenmont Sector Plan area is currently contained in the *1978 Sector Plan for the Glenmont Transit Impact Area and Vicinity*. The 1978 plan was adopted as a result of the planning work which had begun in 1976 on the eastern leg of the METRO Red Line. (A *Sector Plan for the Forest Glen Transit Impact Area and Vicinity* was done at the same time as the Glenmont Sector Plan.) Since Glenmont is planned to be the eastern terminus of the Red Line (see Figures 3 and 4), the 1978 Sector Plan provided for a rail storage yard as well as the METRO station, bus bays and parking, as called for in the 1968 *Adopted Regional System (ARS)*. The inclusion of the Glenmont rail yard meant that METRO cars could be stored at both ends of the Red Line during non-service hours, thereby eliminating the need for "dead-heading" (i.e., the need to run empty trains from Shady Grove to Glenmont in the early morning so that cars would be waiting at both ends of the Red Line to begin morning service). Although the 1978 Glenmont Sector Plan included the rail yard, it did modify earlier plans by deleting a loop track at the facility; this change reflected the elimination of heavy-duty maintenance as a major function of the storage yard.

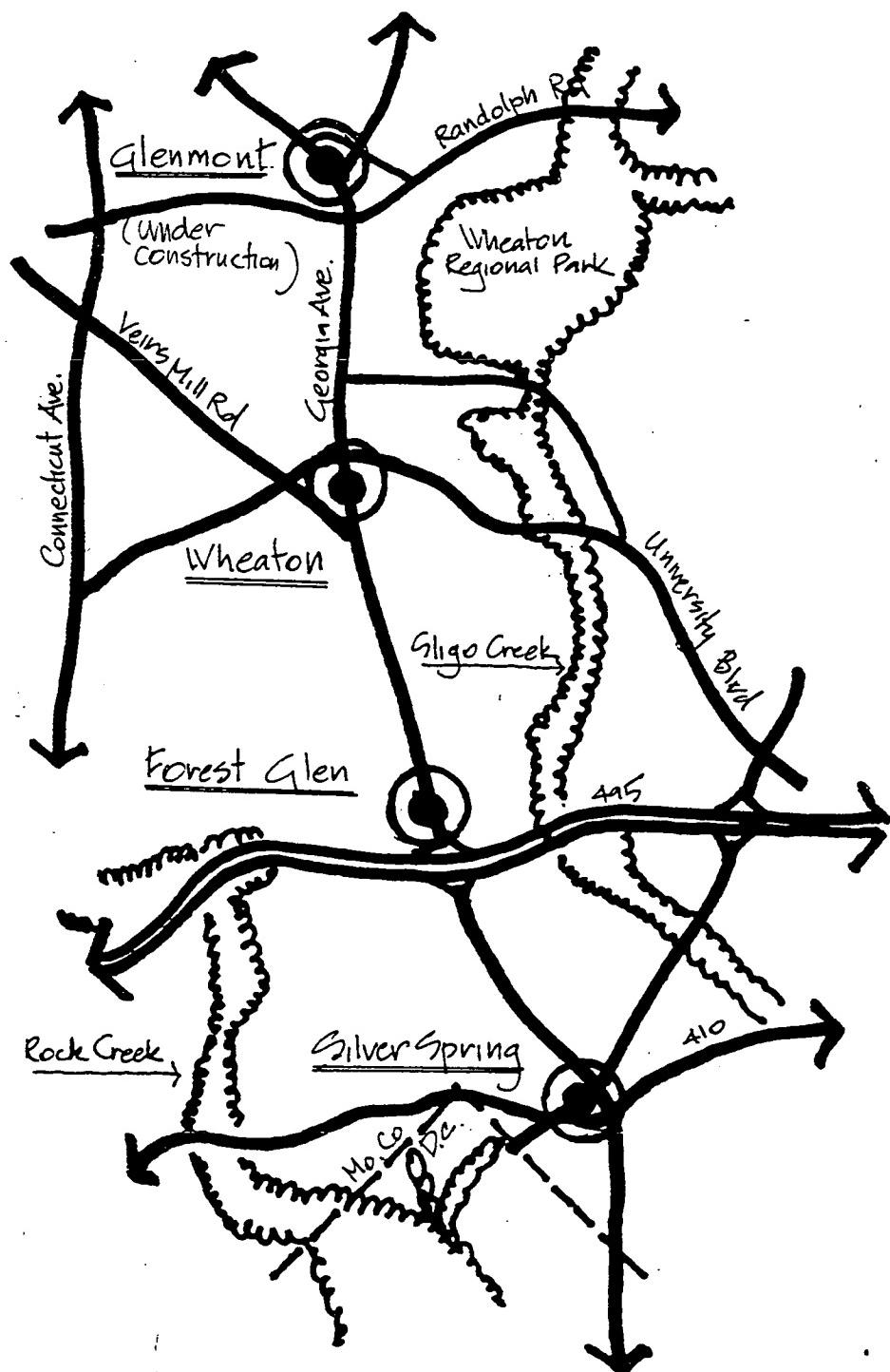
The 1978 Sector Plan for the Glenmont Transit Impact Area sought to allow development around the future METRO station, although not at CBD densities; these higher densities were focused in the Silver Spring CBD and, to a lesser extent, in the Wheaton CBD. (Since 1978, Montgomery County has continued to reserve CBD status for Silver Spring and Wheaton, as well as Bethesda and Friendship Heights on the western side of the County.) The 1978 Plan stated the following with regard to new development:

It would appear that there is little opportunity for new development in Glenmont, beyond that permitted by existing zoning. . . Moreover, it is the stated policy of Montgomery County to channel new major commercial development in the Glenmont Corridor into Silver Spring and, to a lesser degree, Wheaton.

However, it is necessary to recognize that certain conditions—especially the present traffic volumes along major roadways, and the construction of the METRO station, its related parking and METRO storage yard—are factors which simply by virtue of their presence could encourage a gradual shift in land use to higher intensity and to non-residential activities. (p. 49)

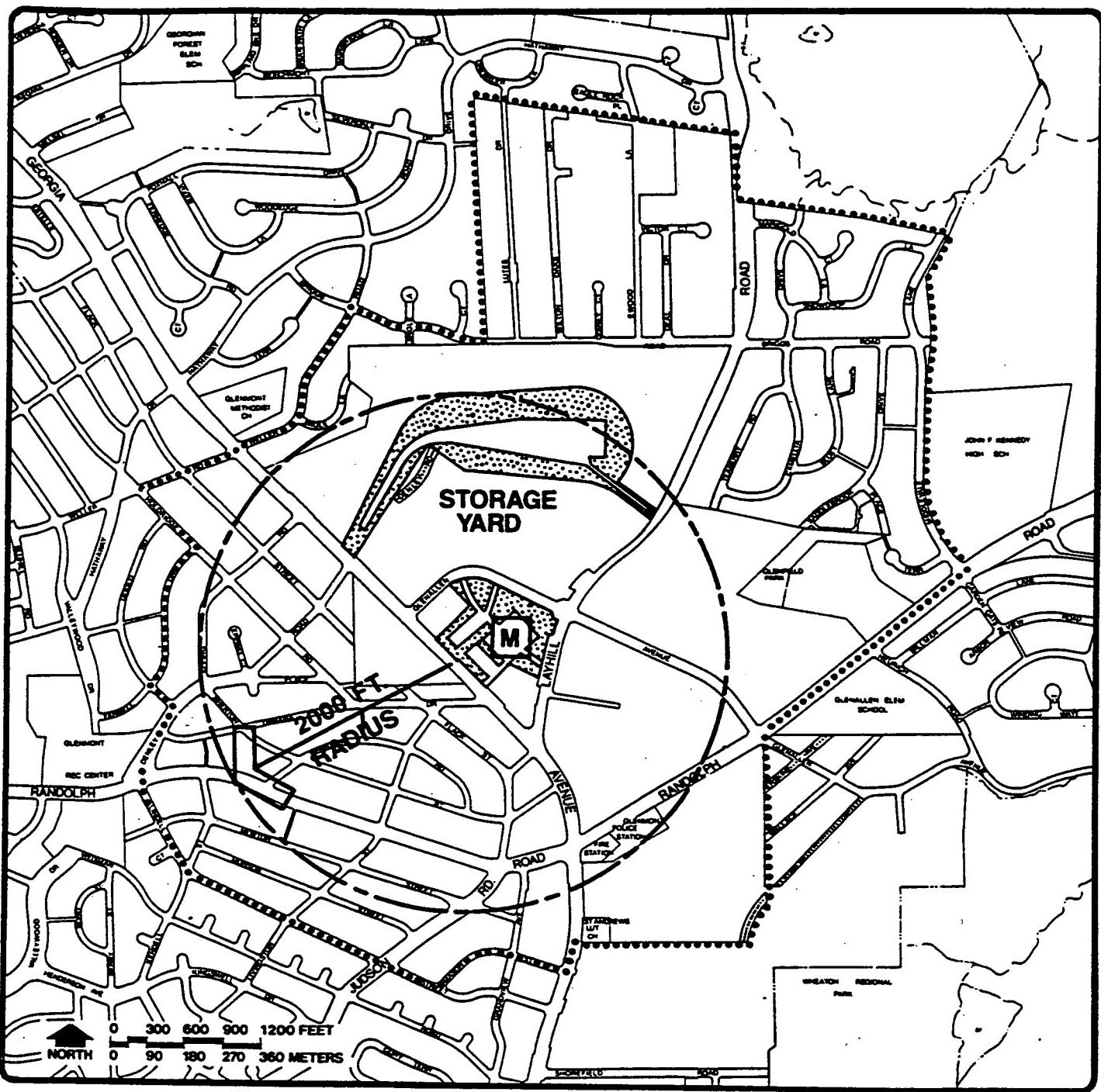
Georgia Avenue Corridor - Metro Stations

Figure 3



1978 Sector Plan for Glenmont Transit Impact Area and Vicinity

Figure 4



..... SECTOR PLAN BOUNDARY

--- PRIMARY IMPACT AREA

In the face of anticipated pressure for redevelopment, the 1978 Sector Plan sought to prevent high density development and commercial intrusion into existing residential areas. The 1978 Sector Plan recommended that "the predominantly low-to-moderate intensity residential nature of the Glenmont area should be maintained. . .(and) be consistent in. . . nature with the existing development in the area." (p. 51) It therefore provided for the METRO station and storage yard, medium density residential development near METRO, upgrading of the existing commercial center and the continuation of the surrounding low-density residential neighborhoods.

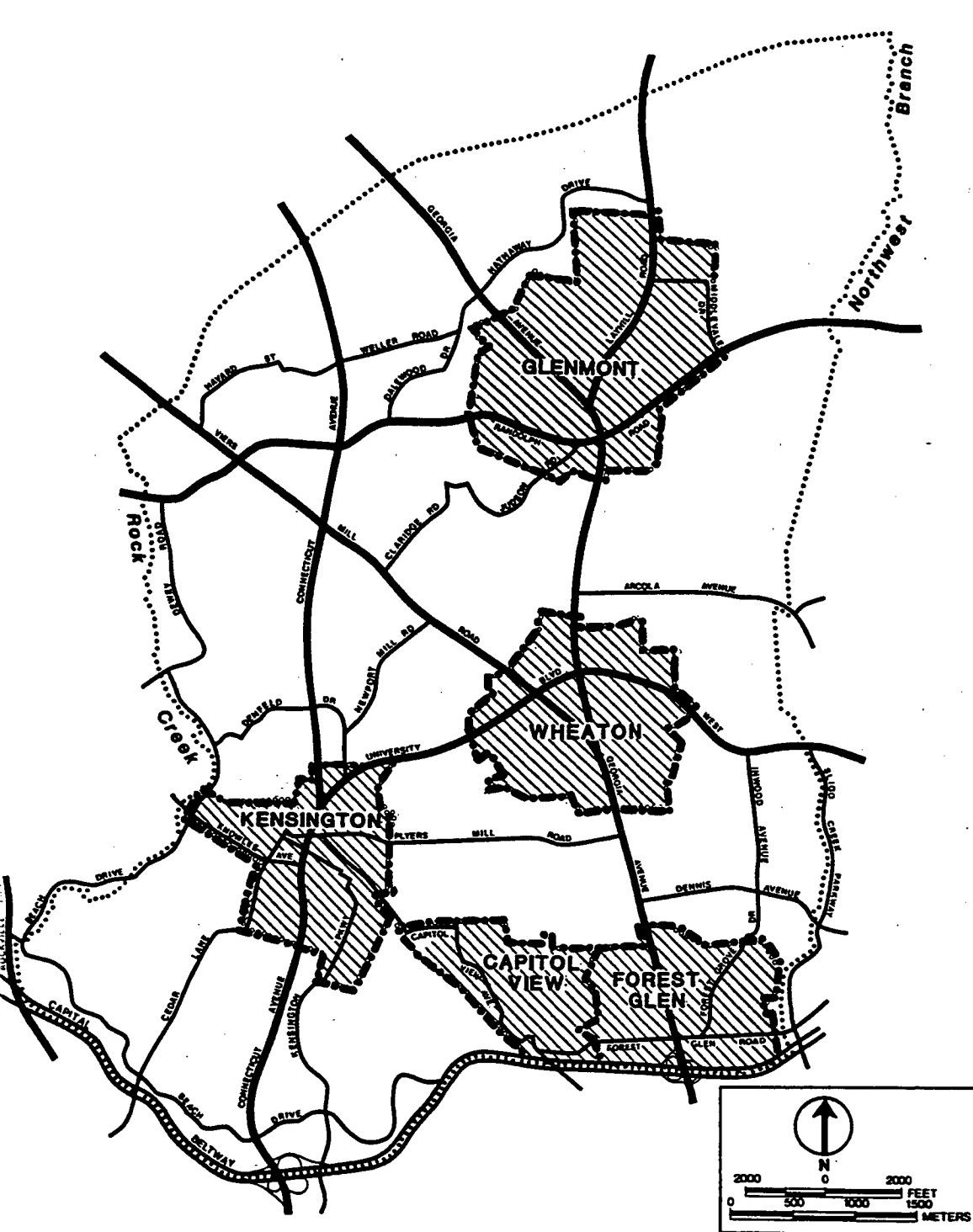
C. 1989 Master Plan for the Communities of Kensington-Wheaton

Glenmont is one of five sector plan areas lying within the boundary of the Kensington-Wheaton Planning Area. (See Figure 5.) With one exception (a rezoning in the Town of Kensington and Vicinity sector plan area), the sector plan areas were not examined in the 1989 Kensington-Wheaton Master Plan.

The major points in the Kensington-Wheaton Master Plan which affect Glenmont are summarized below.

- The Kensington-Wheaton Master Plan reflected the view that there should be a relationship between land uses within the sector plan area and those within the contiguous master plan area. The linkage of neighborhoods and commercial areas through the use of the common framework of parallel design treatment is a major objective of the Kensington-Wheaton Master Plan. For example, similar building scale, height, and landscaping treatments can be used to assure compatibility between different land uses.
- The Kensington-Wheaton Master Plan emphasized the preservation of residential communities. For example, the Kensington-Wheaton Master Plan specifically confirmed the existing zoning of residential properties abutting major highways, with only limited exceptions.
- The Kensington-Wheaton Master Plan sought to protect residential areas from the effects of nonresidential activities located inside and outside the boundaries of the sector plan areas within Kensington-Wheaton. This policy has been implemented by making the sector plan areas large enough to provide a buffer from the effects of commercial activity. The Kensington-Wheaton Master Plan also sought to improve the relationship between residential communities and commercial areas not located within sector plan area boundaries (e.g., the existing commercial uses along the major highways).
- One of the land use goals in the Kensington-Wheaton Master Plan was "to preserve the identity of residential areas along major highway corridors, to soften the impact of major highways on adjacent homes and to strengthen the distinction between commercial and residential uses." An implementation technique for achieving this goal is described in the section of the Kensington-

Figure 5



KW

**Master Plan for
the Communities of
Kensington Wheaton
Montgomery County, Maryland**

Sector Plan Areas

- PLANNING AREA BOUNDARY
- Sector Plan Boundary

Wheaton Master Plan called "Green Corridors Policy." In addition to creating more attractive corridors, the "Green Corridors Policy" was intended to enhance commercial stability by ameliorating the impact of these highways on residential areas. In Glenmont, this policy should be considered for those portions of Randolph Road, Georgia Avenue, and Layhill Road within the sector plan area.

D. 1993 General Plan Refinement

The Glenmont area is identified in the 1993 General Plan Refinement as being located in the Urban Ring, a concept that was first established in the 1964 General Plan.

The Urban Ring is an older, well-established, and densely developed area characterized by diversity in income, ethnic, and racial composition. Within the Urban Ring there is great variety in density and character among areas. Communities in the Urban Ring are generally well maintained and many feature landmarks that identify them as distinct neighborhoods. A strong sense of community pride exists among residents in these neighborhoods of tree-lined, well-connected streets. The Urban Ring is an area in which suburban lifestyles exist, if not side by side, then very close to an urban environment. The Urban Ring is expected to remain as the County's most densely developed area.

The General Plan Refinement foresees continued growth in the Urban Ring. The challenges for the future of communities located in the Urban Ring include: accommodating additional development and redevelopment in a sensitive manner while preserving existing neighborhoods; expanding transportation options while accommodating pedestrian needs, and emphasizing development, particularly housing, in appropriate transit station areas. The General Plan Refinement designates the Urban Ring as a high priority location for new infrastructure and expects Montgomery County to avoid the creation and perpetuation of abandoned or blighted areas. In conclusion, with regard to Urban Ring communities, the General Plan Refinement states:

While encouraging continued growth in the Urban Ring, the General Plan Refinement seeks to preserve the flourishing neighborhoods already located there. The Refinement encourages the County to protect these areas from the encroachment of non-conforming land uses, excessive noise, and through traffic. It seeks to maintain and reinforce the many desirable community features that are common in the Urban Ring.

V. PLANNING ISSUES

The following issues were identified by the Glenmont CAC and Planning Department staff. Public CAC meetings were held during the winter of 1993 and spring of 1994. This section is organized by seven issue categories: vision, land use, transportation, community identity and design, community facilities and services, environment, and implementation. Prior to addressing the specific issues under each category, the major policy objectives from the 1978 *Sector Plan for the Glenmont Transit Impact Area and Vicinity* are listed. The objectives were taken from several places in the 1978 Sector Plan and were grouped for easy reference. During the sector plan process, the 1978 Sector Plan objectives will be examined to determine whether they still represent the major concerns and goals of the community today. If necessary, new or modified objectives will be devised for the Staff Draft Sector Plan.

A. Vision for Glenmont

The objectives in the 1978 Sector Plan included the following:

- The predominantly low-to-moderate intensity residential nature of the Glenmont area should be maintained. High density development and commercial intrusion into residential areas should not be permitted.
- New development in Glenmont should be consistent in both density and nature with the existing development in the area.

Do these objectives reflect the planning vision for Glenmont today? If not, what should be the new vision for Glenmont?

1. Vision

As described in Section III of this Issues Report, Glenmont has undergone a great deal of change during the past century. The long-anticipated coming of Metrorail, however, could potentially alter the very character of the community. By reducing travel times to other major activity centers, Metrorail will bring Glenmont "closer" to the Wheaton and Silver Spring CBDs and to all other areas served by the METRO system. This increased accessibility may increase market pressures for both residential and commercial development in Glenmont. The revision to the Glenmont Sector Plan must decide if these development pressures should be embraced in Glenmont or directed to other areas.

It is the role of the new Sector Plan to guide the Glenmont community through the coming adjustment period and into the future. The Plan provides the opportunity to reaffirm Glenmont as we know it today or else redefine it. The vision expressed in the plan is therefore critical.

A vision statement essentially embodies a community's aspirations and expectations for the future. In the case of the Glenmont Sector Plan, it answers the question, "What should Glenmont be like twenty years from now?" The vision statement does not describe how to achieve the desirable future so envisioned. However, having a vision makes it possible for goals to be set, priorities to be established, and strategies laid out. Basically, the vision provides the guidance necessary to keep subsequent decision-making focused. As such, the vision statement represents the beginning of a long-term commitment and process. The vision for Glenmont may therefore be bold and imaginative. At the same time, it must be consistent with County-wide goals and it must be achievable.

Should the current character and function of Glenmont be maintained or altered? What should the Glenmont of the future be like: an urban downtown? A regional commercial center? A transportation hub? A village? What can be done to make Glenmont a sustainable community? What can be done to enhance Glenmont's community identity? What is the center of Glenmont? Are the neighborhoods in need of recognition and support? What are the boundaries of the Glenmont transit impact area? Should the boundaries in the 1978 Sector Plan be changed?

2. The General Plan

While the General Plan leaves the determination of land uses and densities to the individual master and sector plans, the 1993 General Plan Refinement does recommend a number of goals and objectives which bear upon the Glenmont Sector Plan area. For example, the General Plan Refinement recommends that a major portion of the County's future growth be directed to the Urban Ring and the I-270 Corridor, especially to the transit station locales. Transit serviceable development patterns are specifically recommended for land use as a whole and for housing in particular. With regard to economic activity, the General Plan Refinement recommends that the highest density and the most flexible zoning be designated in transit station locales to attract development. At the same time, the General Plan Refinement emphasizes *livability*; social interaction is emphasized "through the integration of residential and employment areas, and the provision of conveniently located community facilities." (p. 93)

Clearly, focussing development around METRO stations can help to accomplish a number of important goals, e.g., maximizing the public investment in the transit system; reducing traffic congestion by facilitating alternative modes of travel; reducing air pollution; etc. At the same time, the goals in the 1993 General Plan Refinement contrast with the goals of the 1978 Glenmont Sector Plan (listed above) in that the latter were clearly intended to protect the existing Glenmont community from the high density and commercial development which could result from the construction of METRO in Glenmont. The challenge of the new Glenmont Sector Plan, therefore, is to manage development in Glenmont in such a way as to further overall County goals while also being sensitive to the needs of the existing Glenmont community.

How can the METRO facilities and new development around the transit station be integrated into the community in such a way as to further the General Plan goals while also protecting the quality of life in the existing Glenmont neighborhoods? How best can the public investment in the METRO system be maximized? Should additional density be permitted; if so, what type and where?

B. Land Use

The objectives that formed the foundation for the land use plan in the 1978 Sector Plan were:

- New development should be channeled so as to preserve and protect existing communities from adverse impacts and undesirable non-residential intrusion. Such impacts could, without proper planning, result from commercial growth, from the placement and operation of METRO and METRO-related facilities, or from other public and private land use decisions.
- New development in Glenmont should be consistent in both density and nature with the existing development in the area.

Do these land use objectives reflect the concerns and goals for the community today? If not, which ones should be modified or deleted? Which ones are still relevant?

The following parcels are those considered most likely to develop or redevelop. The new Glenmont Sector Plan must determine what type of development would be appropriate on these properties. Most importantly, the Plan must determine how new development can best be integrated into the existing fabric of the Glenmont community.

1. Glenmont Metro Center

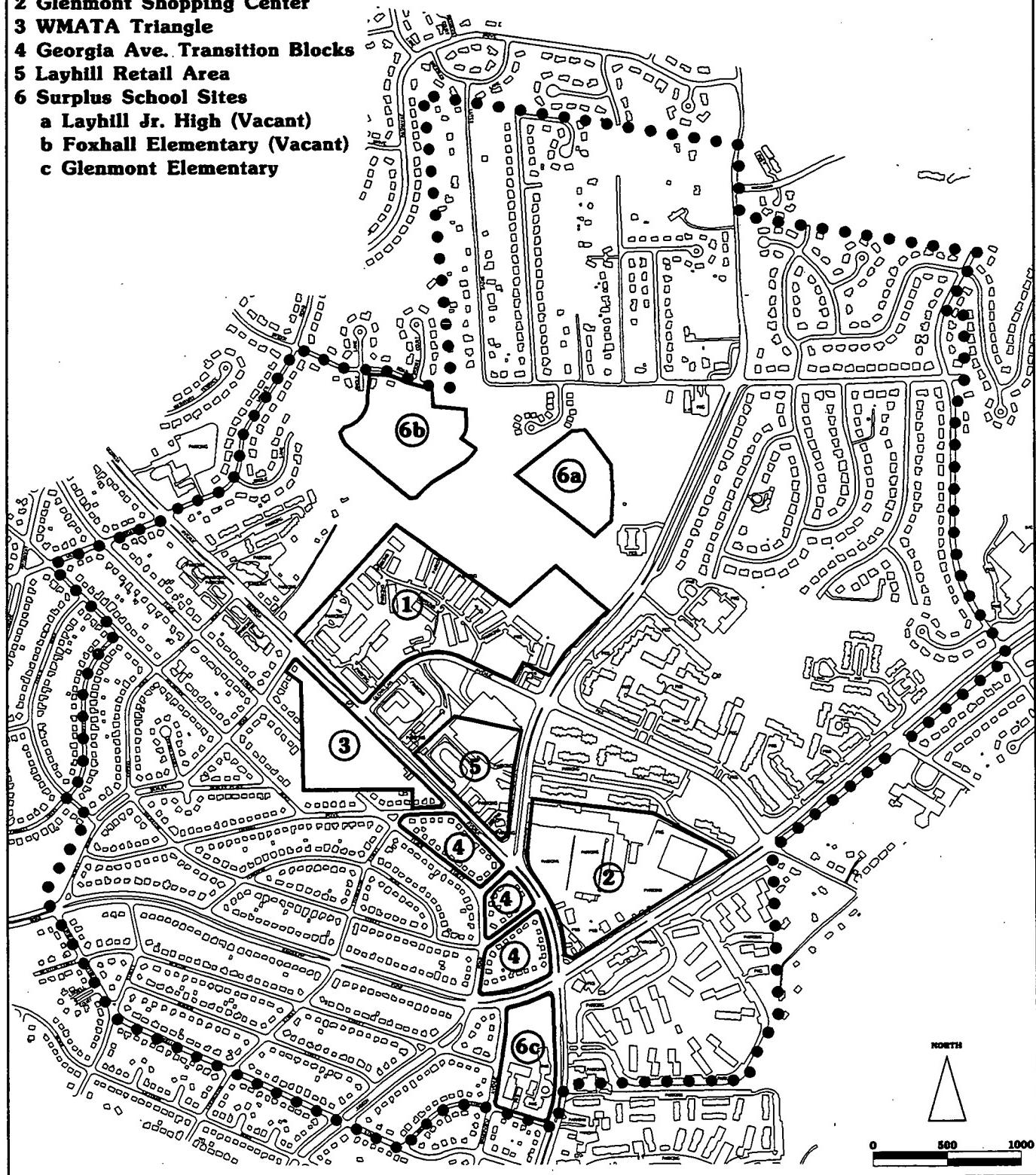
Glenmont Metro Center is a 363-unit garden apartment complex on Glenallan Avenue directly across from the new Glenmont METRO garage (See Figure 6). The 30-acre property also includes 49 townhouse lots, known as Glenmont Mews, which were recorded but not built. It backs up to the WMATA property which will be the location for the METRO storage yards. Except for the Glenmont Mews parcel which is zoned for townhouses (RT-12.5), Glenmont Metro Center is zoned for garden apartments (R-30) in accordance with the 1978 Glenmont Sector Plan. The 1978 Sector Plan also stated that the Glenmont Metro Center property may be suitable for redevelopment under an apartment zone which requires a schematic development plan (PD-22).

The owners of Glenmont Metro Center have proposed the demolition of the existing garden apartments—which are reported to be about 50 percent vacant—and redevelopment of the property with 1,500 to 2,000 new dwelling units.¹ They cite County policy regarding densities near transit stations, as well as the age, condition

Land Use Issues

Figure 6

- 1 Glenmont Metro Center
- 2 Glenmont Shopping Center
- 3 WMATA Triangle
- 4 Georgia Ave. Transition Blocks
- 5 Layhill Retail Area
- 6 Surplus School Sites
 - a Layhill Jr. High (Vacant)
 - b Foxhall Elementary (Vacant)
 - c Glenmont Elementary



and marketability of the existing apartments, as the primary arguments in favor of the redevelopment proposal. The owners propose to incorporate high-rise and mid-rise buildings in the redevelopment as well as a limited amount of commercial uses. Their proposal would likely require a different zone than the existing garden apartment zone (R-30).

Is there a reason to preserve the existing, affordable housing at Glenmont Metro Center? Would more or less affordable housing result from the proposed redevelopment? Is the proposed redevelopment compatible with the surrounding community? How many units in how many buildings should be allowed? How tall should the buildings be? What should be the mix of structure types? What mix of uses (residential and non-residential) would be appropriate? How much parking would be necessary to support the project? How much green space should there be? What would be the impact of the project on the transportation system? What would be the impact of the project on schools and other public facilities? Should the roads within the proposed project be public or private? What linkages will connect the proposed project to nearby public facilities?

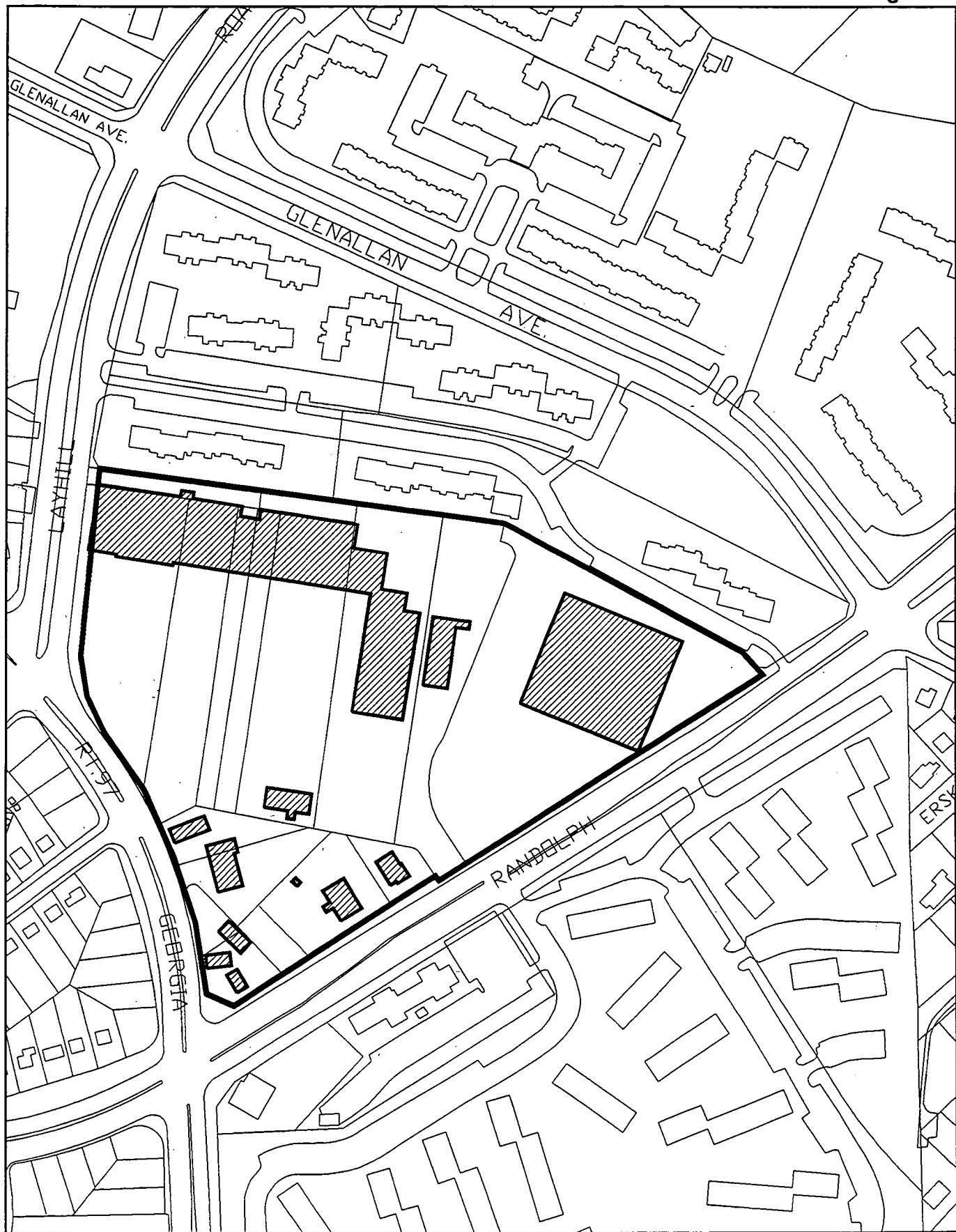
2. Glenmont Shopping Center

The Glenmont Shopping Center sits on a 20 acre site bounded by Layhill Road, Georgia Avenue and Randolph Road. (See Figures 6 & 7.) The property is actually an assemblage of 14 different parcels with 12 different owners. It is zoned C-1, convenience commercial, in accordance with the 1978 Sector Plan. Approximately 211,000 square feet of retail development exists on the site, resulting in an FAR of approximately 0.25. Most of the retail space is leased; the vacancy rate is typically low. A vast parking lot surrounds the stores with very little landscaping. A private loop road through the parking lot carries a substantial amount of traffic between Randolph Road and Georgia Avenue. Glenmont residents have expressed their concern about the appearance of the center, access to the center (both vehicular and pedestrian), circulation through the center, and personal safety at the center. The County government has discussed the possibility of a facade improvement program with the newly-formed merchants association at the shopping center.

What can be done in the short-run to encourage revitalization of the Glenmont Shopping Center? How can the appearance of the center be improved? How can vehicular access and circulation be improved? How can pedestrian access and circulation be improved? Can the parking layout be made more efficient? Should the private road through the center be a public road? Should it even exist? What long-term redevelopment scenario should be recommended for the site, especially given its proximity to METRO? What type of redevelopment might be appropriate and how much? How can the site be integrated into a "town center"? How can linkages to the center be improved? Is assemblage of the properties comprising the shopping center necessary to secure any improvements, short-run or long-run? Should the Plan encourage assemblage? If so, how?

Glenmont Shopping Center

Figure 7



3. The WMATA Triangle

The Washington Metropolitan Area Transit Authority (WMATA) owns a triangular 9.1 acre site, plus several adjoining single family lots comprising 0.7 acres, on the west side of Georgia Avenue at Glenallan Avenue. (See Figure 6.) Flack Street terminates at the site on both the north and south sides. The WMATA Triangle is zoned for townhouses (RT-12.5) in accordance with the 1978 Glenmont Sector Plan. Currently, the property is being used as a construction staging area for development of the Glenmont METRO station and tunnel. The future Glenmont METRO station will be constructed below-grade at this site. There will be an entrance to the station from this area as well as an entrance on the east side of Georgia Avenue. The trees on a significant portion of this site must be preserved in satisfaction of METRO's forest conservation plan. A stream buffer must be maintained along an intermittent stream on-site; there are also some wetlands on-site.

What use and density would be appropriate on the ground remaining after METRO construction and environmental constraints have been accommodated? Would this be an appropriate site for a station to serve the proposed transitway(s)? Should there be a drop-off for the METRO on this property, i.e., to handle traffic on southbound Georgia Avenue? Should there be some kind of plaza around the METRO entrance? What can be done to assure compatibility with the adjoining neighborhood? Should Flack Street be connected through the site?

4. Georgia Avenue Transition Area

WMATA has acquired all of the lots along Georgia Avenue from Randolph Road to Urbana Drive and demolished the houses on those lots in order to permit the "cut and cover" construction of the METRO tunnel. After the tunnel has been constructed and covered over, some form of air rights development may be possible on those lots. Alternatively, the 1978 Glenmont Sector Plan recommended that this ground be retained as public open space after METRO construction is completed; this would create a buffer between Georgia Avenue and the residential community to the west. The 1978 Sector Plan specifically recommended an earth berm along the west side of Georgia Avenue to provide noise attenuation; however, WMATA has declined to provide such a berm as part of the METRO construction project.

Given the proximity of this area to the future METRO station, this Issues Report recognizes the possibility that the lots fronting on Georgia Avenue may be assembled with the adjoining lots (i.e., the lots fronting on Flack Street) to create larger parcels more suitable for redevelopment. (See Figure 6.) The blocks west of Flack Street could also be incorporated into an expanded "Transition Area."

More intense development on the west side of Georgia Avenue presents an opportunity to expand the "center" of Glenmont and an opportunity to further County policy regarding densities in transit station areas. Assemblage would also create other ways to provide site access than direct access to Georgia Avenue. At the same time,

the prospect of assemblage and redevelopment on the west side of Georgia Avenue also raises numerous issues.

Should redevelopment be permitted on the lots on the west side of Georgia Avenue, or should this area become public open space as prescribed by the 1978 Sector Plan? Does the possible use of these lots as landscaped buffer area raise safety/security concerns? Are there alternative means of providing noise attenuation which could serve the purpose of the earth berm prescribed in the 1978 Plan? If redevelopment is desirable on the west side of Georgia Avenue, should this area be incorporated into a Glenmont "town center"? Should assemblage be encouraged? How big should the redevelopment area be (i.e., how far west of Georgia Avenue should the "Transition Area" go)? What use(s) would be appropriate in this area given the location near METRO; the possible "town center" concept; the possible widening of Georgia Avenue in this vicinity; the limited direct access to Georgia Avenue; the proposed alternative transitway alignments; the presence of the existing residential neighborhood to the west; the need for noise attenuation, etc. What can be done to ensure compatibility with the adjoining residential community to the west? What should be done to provide linkages to the rest of the "center"? What would be the relationship between the redevelopment and Georgia Avenue?

5. Layhill Retail Area

Approximately 1.5 acres of convenience commercial (C-1) ground lies on the east side of Georgia Avenue between the two major activity centers in Glenmont, i.e., the METRO facilities and the Glenmont Shopping Center. (See Figure 6.) Located in this area are several small retail establishments including the Stained Glass Pub, a Seven-Eleven, a service station and a television shop. There is also a water tower which WSSC plans to replace with a larger tank, possibly on an alternative site. Given the key location of this area in the center of Glenmont, its proximity to the transit station, its location on two major roads, and the current underutilization of the ground, it is possible that this area may be a candidate for redevelopment.

What uses would be appropriate on this site given the factors described above? Should assemblage be encouraged? How can this area be integrated into a "town center"? What linkages are possible? Could redevelopment on this property take advantage of a shared parking arrangement with the new METRO garage? Can WSSC's future land requirements (e.g., for a larger water storage facility) be accommodated in this area?

6. Surplus School Sites

In 1975 the Board of Education determined that two future school sites, the Layhill Junior High site and the Foxhall Elementary site, were no longer needed due to declining enrollments. Both sites were deeded to Montgomery County. An 11.3 acre portion of the Layhill site was subsequently deeded to the Parks Department in order to create Glenfield Park. (See Section IIIC.) The County held the remaining 6.38

acres of the Layhill site and the entire 8.24 acre Foxhall site pending the final planning of the adjoining METRO rail yard facility. It now appears that portions of the Layhill and Foxhall sites will be needed by WMATA in order to implement the rail yard project; however, significant portions of the sites will remain for possible development or retention as public open space.

In addition to the Layhill and Foxhall sites, declining enrollments during the 1970's forced the closing of the Glenmont Elementary School in the southwest quadrant of the Georgia Avenue/Randolph Road intersection. (See Figure 6.) MCPS leases out the former school buildings on the site and the ballfields are utilized by the Wheaton Boys and Girls Clubs. The Parks Department considers these athletic fields and open space to be a valuable resource given the short supply of such space in the area. Recently, MCPS has initiated the process of surplussing the school site to Montgomery County. It is conceivable that the long-term future of this site may include eventual redevelopment.

How much ground will remain at the Layhill and Foxhall surplus school sites after WMATA has acquired the ground it needs to construct the rail yard project, satisfy tree preservation requirements and undertake necessary land swaps with adjoining property owners? Given environmental restrictions, is the remaining ground big enough for development to occur? What uses would be appropriate on the surplus school sites? Should the remainder of the Layhill site be added to Glenfield Park? Should the Layhill site be used to create additional buffer between the subdivision on Acorn Hollow Lane and the METRO rail yard? Would residential development be feasible on the remainder of the Foxhall site? What are the Board of Education's long-term plans for the Glenmont Elementary School site? Is this an appropriate location for ballfields given the location near METRO; the air and noise pollution from adjoining roadways; and safety/security concerns? What type of redevelopment might be appropriate on this site? How would compatibility with the adjacent residential neighborhood be assured?

C. Transportation

The objectives that formed the foundation for the transportation recommendations in the 1978 Sector Plan were:

- Future transportation needs should be met through the development of a rapid rail transit system supported by an extensive network of local bus routes, with rapid transit stations located at places conducive to multi-use development within walking distance of those stations;
- Adequate traffic flow and access to the METRO station and Glenmont shopping center area should be provided. Heavy through traffic volumes should be separated from local traffic movements, and the intrusion of METRO traffic into residential areas should not be permitted.

- Improve major roadways, where necessary, to assure the continuation of adequate traffic capacity and level of service.
- Improve transit services to satisfy a wide range of local community needs.
- Integrate the METRO rapid rail facilities into the fabric of the existing community with a minimum of disruption.
- Modify the street network to maintain the character and stability of the neighborhood and to discourage non-local traffic from using local streets.
- Promote policies to protect neighborhoods from intrusions of commuter parking.
- Develop a pedestrian and bicycle circulation network to encourage alternatives to the auto for short local trips.

Do these transportation objectives reflect the concerns and goals for the community today? If not, which ones should be modified or deleted? Which ones are still relevant?

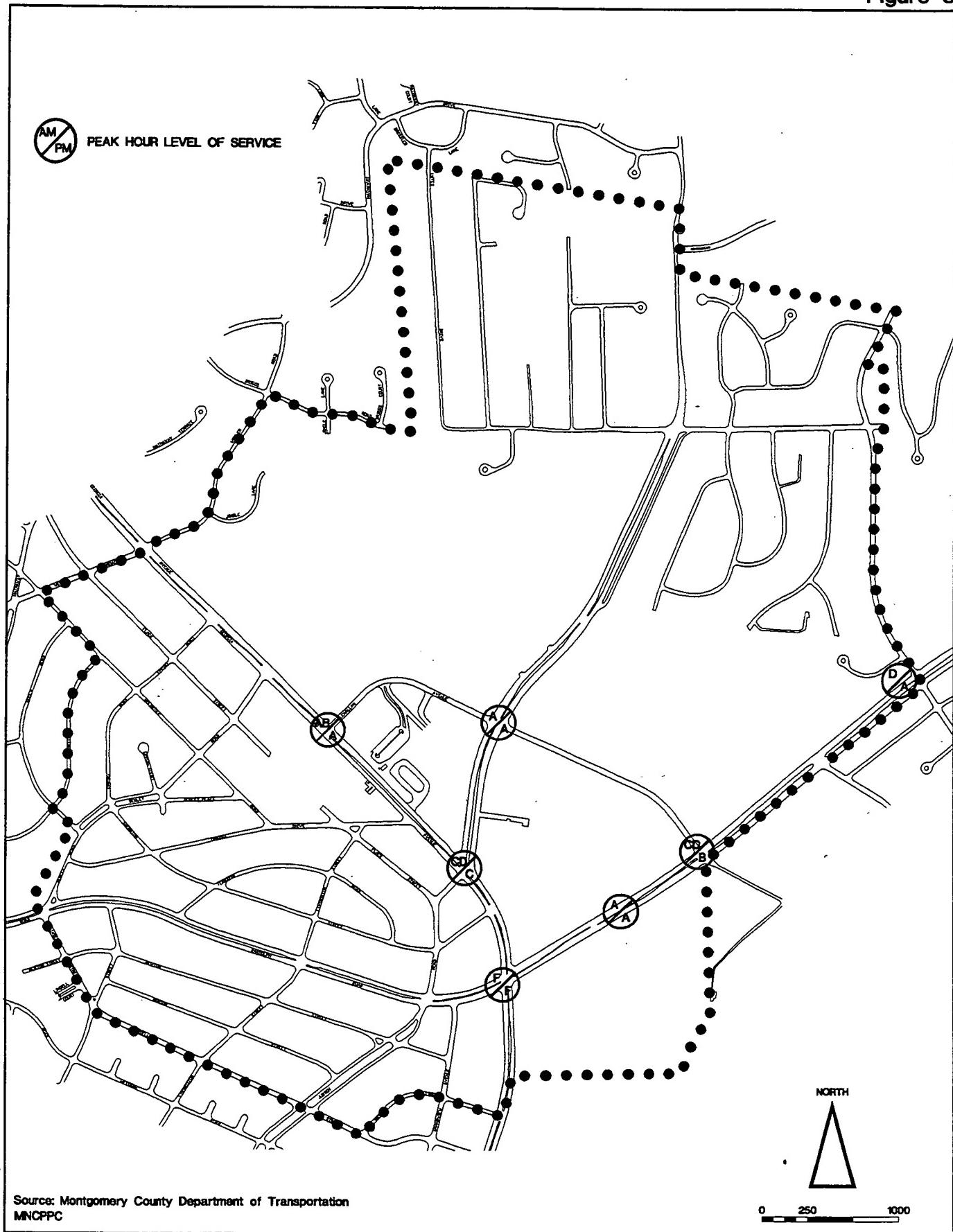
1. Overall Traffic Level of Service

Glenmont suffers severe levels of traffic congestion during both the A.M. and P.M. peak periods, particularly at the intersection of Georgia Avenue and Randolph Road. (See Figure 8.) In large part, this is due to the convergence in Glenmont of three major commuter roadways: Georgia Avenue, Layhill Road and Randolph Road. Residents of Glenmont have voiced their concern about the backups at key intersections (i.e., Georgia Avenue/Randolph Road and Georgia Avenue/Layhill Road); difficulty accessing arterial roadways from neighborhood streets; cut-through traffic; and air and noise pollution. The opening of the Glenmont METRO rail station—and the possible implementation of transitways (see #5, below)—may help to alleviate these problems to some extent, but they will not eradicate them. Improvements to Georgia Avenue to reduce traffic congestion are being considered. Designs are not yet available, however, so the potential benefits of the improvements cannot be evaluated at this time.

What can be done to reduce congestion on major roadways in Glenmont during peak periods? How can we improve traffic flow without discouraging commuters from using METRO? What can be done to make transit a more attractive commuting alternative? Do the negative community impacts associated with road widenings outweigh the need to alleviate congestion? How can the street network accommodate both local circulation and regional through-traffic? Are there road improvements which would also make Glenmont more pedestrian friendly? Should road improvements be implemented before the Glenmont METRO station opens in 1998 or

Levels of Service AM/PM Peak Hour 91-92

Figure 8



should construction be delayed until after the station has opened and needs can be better assessed? Where should right-of-way be reserved for future improvements?

2. Vehicular Access and Circulation

Vehicular access to important activity centers in Glenmont is limited in significant ways. All entrances to the Glenmont Shopping Center can be difficult to utilize safely. The reconstruction of Layhill Road closed off left-turns into the shopping center from southbound Layhill Road. Vehicles attempting to turn left into or out of the shopping center via the Georgia Avenue entrance usually block one or more lanes of through-traffic while making the turn. Access to METRO on the east side of Georgia Avenue has been enhanced by the reconstruction of Glenallan Avenue and by the availability of multiple entrances to the METRO garage. However, there are currently no plans for a drop-off on the west side of Georgia Avenue. Southbound vehicles will tie up a travel lane on Georgia Avenue if they stop to discharge METRO passengers, unless they turn into neighborhood streets or use the 75-car Kiss and Ride to be built on the east side of Georgia Avenue.

Circulation through the neighborhoods is restricted in some areas by disconnected streets (i.e., Flack Street, Jingle Lane, Briggs Road). Travel through these areas is circuitous as a result.

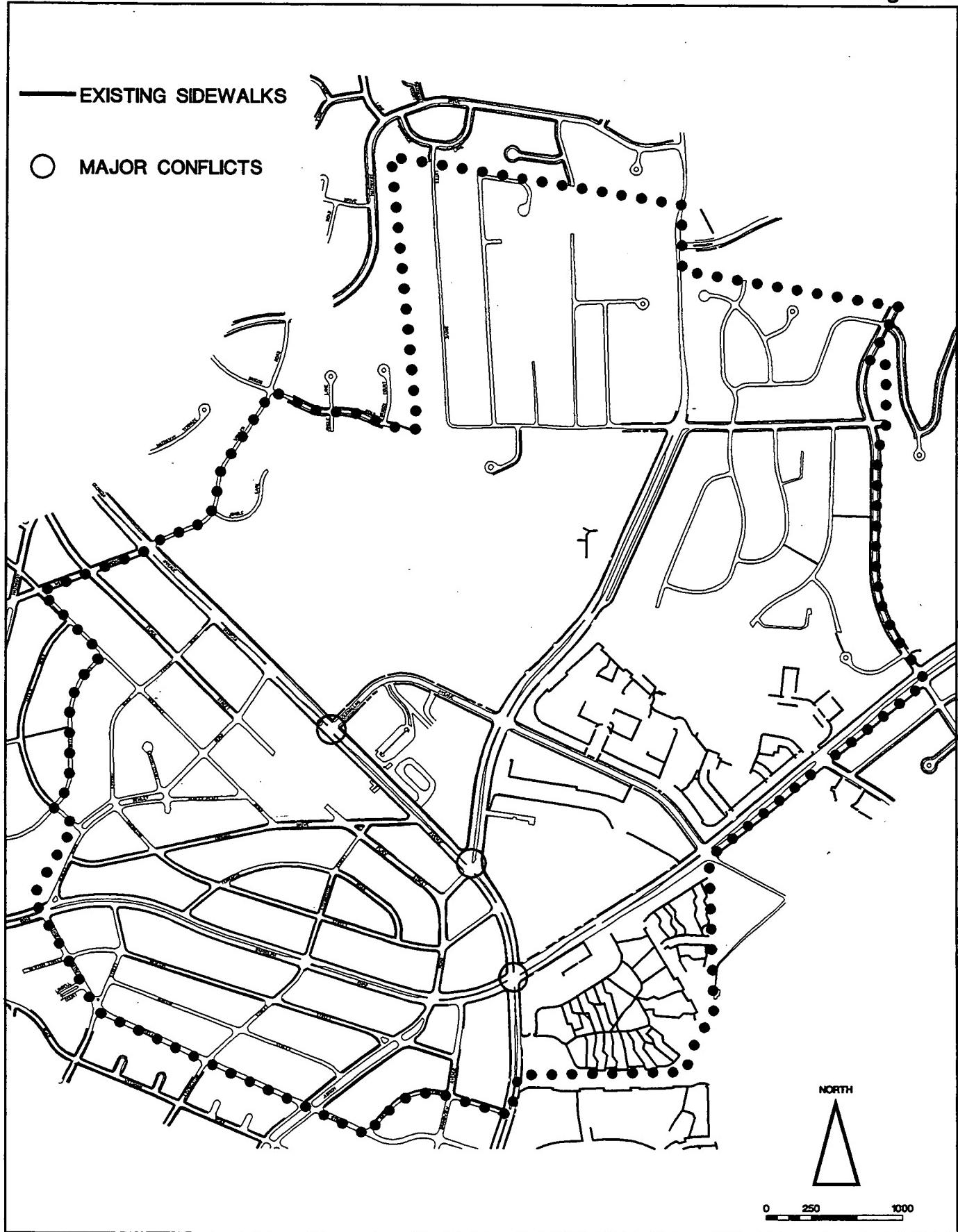
How can vehicular access to the Glenmont Shopping Center be improved? Could SHA re-install a median break on Layhill Road to allow southbound vehicles to turn left into the shopping center? Could a storage lane for left turns into the shopping center be installed on Georgia Avenue? Should a Kiss and Ride be installed on the west side of Georgia Avenue, possibly on the WMATA Triangle? Would local circulation be improved by connecting any of the three disconnected streets or would this only encourage cut-through traffic? If currently disconnected streets are not envisioned by the Sector Plan to be connected, should cul-de-sacs or other permanent "closure" features be planned? What should the Plan say about street closures (e.g., at the intersections of Urbana Drive, Sheraton Street and Judson Road with Georgia Avenue)?

3. Pedestrian and Bicycle Access

As is the case with vehicles, pedestrian and bicycle access to important facilities in Glenmont are limited in significant ways. Sidewalks do not exist in many streets (see Figure 9), including some which lead to METRO, and many of the existing sidewalks are of poor quality (e.g., they have utility poles in the center; they are narrow; or they are not well maintained). Crossing Georgia Avenue, Layhill Road and Randolph Road to get to the shopping center is difficult; once at the center, there is no clear (or safe) pedestrian path through it. All driveway entrances to the shopping center represent potential hazards for pedestrians. Pedestrian access to the future METRO station has been enhanced by the incorporation of entrances on both sides of Georgia Avenue. However, pedestrians will still find it difficult to cross Georgia Avenue to

Sidewalks

Figure 9



get to or from bus stops. The security of people walking to and from METRO must also be addressed if the use of the station is to be maximized.

Bike access to public facilities in Glenmont suffers from similar problems (see Figure 10). An unsigned Class II bikeway on Layhill Road terminates north of Glenallan Avenue; no other bikeways currently exist to bring bicyclists to the METRO station or shopping center. Other local bike trails are needed to provide connections between the regional bike network and public facilities in Glenmont. Bicycle storage facilities (i.e., bike racks and lockers) are also needed at key destinations in Glenmont.

Where in Glenmont should sidewalks be installed? Is the sidewalk network recommended in the 1978 Sector Plan still adequate? How can pedestrian access to the shopping center, METRO and other facilities be improved? Can pedestrian circulation within the shopping center be improved? Where can pedestrian/vehicular conflicts be reduced or eliminated? Is the bikeway network recommended in the Kensington-Wheaton Master Plan correct for this area? Where are bike trails needed to provide access to METRO and other public facilities or connections to the regional trail system? What class of bikeway is appropriate for each? Should pedestrian/bicycle linkages be provided between ends of the disconnected streets (e.g., Flack Street, Ewood Lane) even if vehicular connections are not appropriate? Where should right-of-way be reserved for future pedestrian or bicycle improvements or Green Corridor amenities? How should bikeways be identified?

4. Neighborhood Cut-Through Traffic

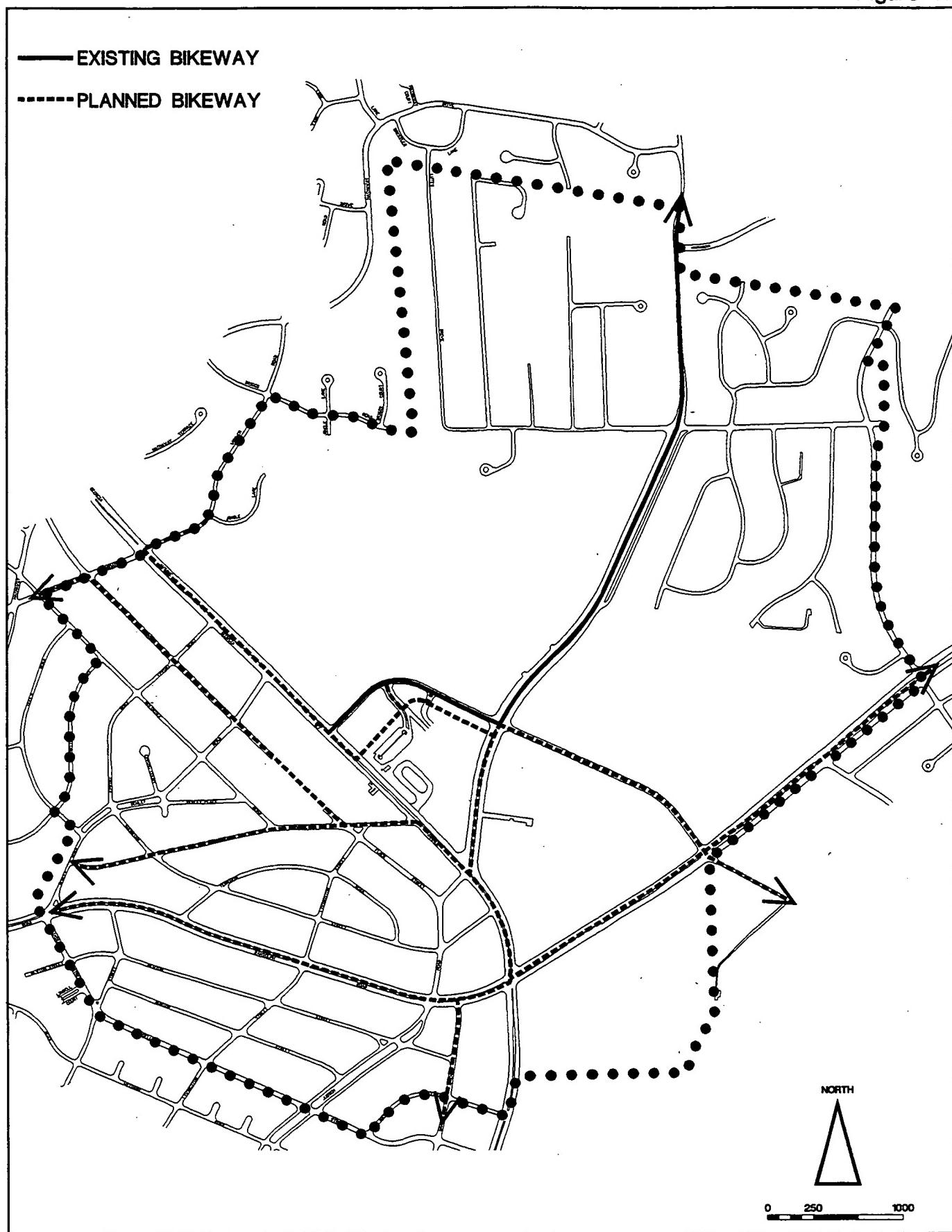
Several neighborhood streets in Glenmont are experiencing increasing numbers of cut-through trips by commuters who are frustrated with the peak period congestion on the major roads. These streets include Judson Road, Denley Road, Urbana Drive, Livingston Street, and the Lutes Drive/Briggs Road/Middlevale Lane loop. Glenmont residents have also expressed a concern about potential parking on neighborhood streets by METRO users once the station opens in 1998.

Neighborhood traffic protection and permit parking systems are administered by DOT; legislation and regulations regarding the former are currently pending and will likely be adopted prior to the Staff Draft Sector Plan. The revision to the Glenmont Sector Plan will address these issues through general policy statements; by identifying where cut-through traffic is a particular problem; through the establishment of street classifications; and through recommendations on street closures. However, the Sector Plan will not recommend specific control measures such as speed humps, rumble strips, etc.

Where is neighborhood cut-through traffic a serious problem? Are the streets in Glenmont classified appropriately? Are the street and highway classifications recommended in the Kensington-Wheaton Master Plan still valid? Are street closures needed in some places to discourage cut-through traffic?

Bicycle Access

Figure 10



5. Transit

As the terminus of the eastern leg of the Red Line, Glenmont is expected to be a major destination for commuters desiring to utilize Metrorail. Maximizing access to the station by drivers, pedestrians and bicyclists will be an important objective of the Glenmont Sector Plan. Connections between different forms of transit are also important. The *Transitway and High-Occupancy Vehicle (HOV) Network Master Plan* process (see pages 4-5) is evaluating, for right-of-way protection, two transitways which would provide linkages to the Glenmont METRO station: one along Georgia Avenue from the METRO station north to Olney, and another along Randolph Road connecting the Glenmont METRO station to the western leg of the Red Line at the White Flint METRO station.

Is a drop-off needed on the west side of Georgia Avenue for southbound vehicles discharging METRO riders? How can access to METRO be improved for drivers, pedestrians and bicyclists? What kind of flexibility must be provided in the Sector Plan to accommodate the proposed transitways? Should a station for the transitway(s) be recommended on the WMATA Triangle? Are improvements needed to the bus transit system (e.g., waiting shelters)?

6. Safety

The major roadways through Glenmont and the intersections with those roadways pose significant risks for motorists, pedestrians and bicyclists alike. The lack of sidewalks and lack of periodic maintenance are also perceived as safety hazards by many members of the community. The lack of pedestrian and bike connections to important activity centers encourages the use of automobiles for local trips, thereby exacerbating safety problems where they do exist.

Many of the means for preventing accidents are operational measures not appropriately prescribed in the Sector Plan. For example, DOT and SHA are responsible for installing traffic signals or crosswalks where necessary. The Police have responsibility for enforcing speed limits and parking/loading restrictions. At the same time, the land use and transportation recommendations in the Sector Plan can affect safety. For example, safety can be enhanced by recommendations designed to make major activity centers more accessible for pedestrians and bikes.

What recommendations can appropriately be made in the Sector Plan to increase vehicular, pedestrian and bicycle safety? How can pedestrian and bike linkages be improved? Should the Sector Plan recommend the installation of sidewalks on busy streets, particularly streets leading to METRO?

D. Community Identity and Design

Although the 1978 Sector Plan did not specifically identify design objectives, the recommendations in the Plan demonstrated concern for the following:

- o The need to protect residential areas from intrusive uses, e.g., through the buffer area and berm recommended on the west side of Georgia Avenue.
- o The need to provide for pedestrian access to METRO.
- o The need for a pedestrian/bicycle circulation network, including a comprehensive sidewalk system.
- o The need for appropriately located public open spaces.

In addition, the 1989 Kensington-Wheaton Master Plan prescribed a “Green Corridors Policy” (see Section IV-C, above) designed to soften the impact of major highways on residential areas and provide for more attractive corridors. Three major roads affected by this policy—Georgia Avenue, Layhill Road, and Randolph Road—traverse Glenmont. Although these major roads serve important transportation functions, they also have the unintended consequence of dividing the Glenmont community physically and psychologically. From a “Community Identity and Design” perspective, these major roads are “dividers.”

1. Center and Neighborhoods

The concept of “Center and Neighborhoods” refers to a distribution of land uses designed to promote livability. The center provides a variety of services within easy walking distance from the surrounding neighborhoods. Ideally, the center would be shaped so as to be within pedestrian reach of most residents in the community. The neighborhoods surround the center and have direct linkages to it; however, the neighborhoods are well-defined by their physical characteristics and are easily distinguishable from the center. Although they surround the center, the quality of life in the neighborhoods is protected; for example, they have gathering places and focal points that promote a sense of community.

Glenmont today can be seen as having two activity centers, an existing retail center and a transit center, which are separated from each other and from the surrounding neighborhoods. Consistent with the Center and Neighborhoods concept, there is opportunity to create a viable, mixed use center in Glenmont that is surrounded by distinct neighborhoods. There is also opportunity to provide a pedestrian friendly environment and improve linkages for all modes of transportation.

a. Center

What should be the configuration of the center? How can this configuration maximize community access to the center, i.e., how can linkages to the surrounding neighborhoods be maximized? How is the configuration affected by existing highways? How can divider roads (e.g., Georgia Avenue) be made into connector streets? How can they be made more pedestrian friendly? What would be a desirable size for the center? Which redevelopable sites should be included? What are the appropriate uses within the center? Can the Plan encourage uses which will increase evening and weekend utilization of the new parking garage? What public and institutional facilities should be included? What would be the desirable development pattern in terms of building heights, street patterns, and the relationship between buildings and streets? What type of open space would be desirable in the center? What would make the center cohesive, distinct and memorable—e.g. streets, buildings? How would existing and planned transit facilities be integrated into the center? How can a short term plan for the center be accommodated within a long term vision?

b. Neighborhoods

How can the Glenmont Sector Plan promote cohesive, identifiable neighborhoods? Is a buffer needed between the center and the surrounding neighborhoods? How can the character of each neighborhood be maintained/reinforced? What unifying elements, such as special streets, can be recommended for each? Can focal points and gathering places, such as a neighborhood park, be provided for each neighborhood? How can pedestrian/bicycle linkages be provided between the existing neighborhoods and major destinations? What can be done to enhance safety/security?

2. Streets

Streets play a major role in determining the livability of a community. Attractive, pedestrian friendly streets promote walking. As a result, the dependence on the car may be reduced. Walking also encourages human interaction within the community, thereby promoting a sense of community.

Currently, the Glenmont area lacks pedestrian friendly streets. It also lacks direct linkages to various services. There is an opportunity, however, to achieve significant improvements within the context of existing streets as well as those streets which will be part of future development.

Can street patterns be provided that minimize walking distances to major destinations? What street hierarchy would best accommodate all modes of transport? How can the street network accommodate both local circulation and regional through-traffic? Can the major streets (i.e., dividers such as Georgia Avenue) be better integrated into the

community functionally and physically? How can different streets be designed to accommodate circulation and promote a pedestrian friendly environment? How can safety/security be enhanced along the streets? How can the "Green Corridors" policy be applied to major roads in Glenmont? What right-of-way widths are necessary to accommodate Green Corridor features in addition to the transportation functions?

3. Open Spaces

In addition to their environmental benefits, open spaces provide visual relief; they provide for the recreational needs of the community; and they provide community gathering places. Currently, Glenmont is served by several open spaces, e.g., Glenfield Local Park and Saddlebrook Local Park. However, it is important to ensure that each neighborhood is served by adequate open space. It is also important to the sense of community identity to provide public gathering places.

How can the Plan provide for a system/hierarchy of open spaces including central public use spaces and neighborhood parks? Where should these facilities be located? How can the Plan ensure adequate recreation facilities for the whole community? How can adequate linkages be provided? How can greenery and natural areas be incorporated into the Sector Plan area?

4. Redevelopable Sites

As indicated in Section A, "Vision for Glenmont," individual properties must also be addressed within a larger context, i.e., a long-range comprehensive view designed to make Glenmont a livable, sustainable community with reduced dependence on the automobile. The Plan must address the following:

If a site is developed or redeveloped, how can compatibility be ensured with existing development in the area? Should the site be part of the center? What would be the appropriate land uses? What would be the appropriate densities? What would be the appropriate street pattern? What should be the street character? What would be the predominant building character (e.g. low rise, mid rise, high rise)? How will buildings relate to the street? What open spaces should be provided?

E. Community Facilities and Services

The community facilities objectives from the 1978 Sector Plan included the following:

- An adequate level of public service to both residents and users of the area should be assured.
- Provide expanded facilities in parts of the Sector Plan area that are deficient.

- A high degree of public safety should be assured to both residents and users of facilities in the Glenmont area.
- Provide new facilities to service new growth.
- Replace or recycle facilities which are obsolete or unable to meet future demands.
- Broaden the range of facilities provided to meet the demands of a varied population.

Do these objectives reflect the current goals for community facilities and services? If not, which ones should be modified or deleted? Which ones are still relevant?

1. Parks

Residents of Glenmont have slightly more than 25 acres of parkland available to them within the Sector Plan area. Saddlebrook Local Park, on the east side of Layhill Road, covers 14.97 acres including ten acres leased from Montgomery County. (The former elementary school building currently houses the Park Police headquarters, the archives for the M-NCPCC, and the Exhibit Shop for the Parks Department.) Glenfield Local Park, on the west side of Layhill Road, covers 11.3 acres. Glenfield Park represents a portion of the former Layhill Junior High School site; approximately 6.38 acres of the Layhill site remain under County ownership. WMATA may require a portion of the remaining 6.38 acres for use in the METRO storage yard project; the County and WMATA are currently negotiating the disposition of the site. Citizens have suggested that any remaining ground at the school site be added to Glenfield Park.

Also in the Glenmont vicinity are Wheaton Regional Park, a 534 acre facility located south of Glenmont, and Glenmont Local Park, a 21 acre park and recreation center adjoining the Glenmont Sector Plan area on the west.

Are additional parks needed in Glenmont? If so, where? Can Glenfield Park be expanded, e.g., by adding the remaining portion of the former Layhill Junior High School site? Would such expansion add woodland to Glenfield Park or would some or all of the trees be cleared for more ballfields?

2. Schools

Portions of the Glenmont Sector Plan area lie within the Kennedy, Wheaton and Einstein High School clusters. Enrollments at the three high schools will exceed capacity in the next few years. MCPS is planning additions to the three high schools

to accommodate these increases. Kennedy and Einstein High Schools will be modernized in the next few years at the same time as they are expanded.

Within the Sector Plan area, Glenallan Elementary School on Randolph Road is projected to be overcrowded through the decade. Georgian Forest Elementary School is scheduled for modernization in FY 95. MCPS still owns the former Glenmont Elementary School at Randolph Road and Georgia Avenue; however, MCPS has no plans to reopen the school and they have recently begun the surplus property disposition process.

How will proposed development in Glenmont (e.g., the redevelopment of Glenmont Metro Center) affect the schools? What should be the long-term future of the former Glenmont Elementary School site?

3. Community Center

Citizens have expressed the view that the Wheaton Community Center on Georgia Avenue south of Glenmont is too small to also serve the Glenmont area properly. They have indicated a desire to have a full-scale community center constructed in or near Glenmont. If constructed in a location which is accessible and safe, such a center would provide a focal point and enhance community identity. The Department of Recreation is beginning to update their study of community facilities and is expected to produce a formal plan for public review. This plan will address the need for facilities for both recreational purposes and as community focal points.

Does Glenmont need a full-scale community center? If so, where could one be located? Could a community center be incorporated into the planned modernization of Kennedy High School?

4. Other Facilities

In addition to parks and a school, several other important public facilities are located in Glenmont, including the Montgomery County Police Wheaton District Station, Fire Station 18, and the Park Police headquarters at Saddlebrook. The services provided through these facilities must keep pace with future development in Glenmont.

Are other public facilities (e.g., day care facilities, shelters for the homeless) needed in Glenmont? If so, where should they be located?

F. Environment

The environmental objective in the 1978 Sector Plan was:

- Intrusion of noise or other adverse impacts into the Glenmont area as a result of the construction of a transit storage yard should be prevented.

Does this objective reflect the environmental goals for the community today? If not, how should it be modified? Should additional goals be identified?

1. Noise

County noise guidelines seek to protect the health and safety of County residents and workers by limiting development in noise-impact areas to "noise compatible uses." Master and sector plans typically do not recommend residential uses, for example, in areas subject to excessive noise. In Glenmont, the areas affected by excessive noise are primarily along the edges of the major roadways. (See Figure 11.) These areas are identified through a computer noise model. The noise model is a useful tool; however, it has important limitations (e.g., it does not take into account noise attenuators such as topography or existing buildings).

Where are the areas in Glenmont which are impacted by excessive noise? What noise-compatible uses should be recommended for these areas?

2. Air Quality

When the 1978 Glenmont Sector Plan was adopted, the major air quality concern was carbon monoxide (CO). Today, the National Ambient Air Quality Standard (NAAQS) for CO is being met due mainly to the use of reformulated gasolines. However, carbon monoxide may still be a local problem in specific areas.

Since 1978, ozone has become a much more important air quality problem in this region. The Washington Metropolitan Area is considered in non-attainment of the NAAQS for ozone. The State is required to submit strategies describing how it will achieve acceptable levels for ozone. The non-attainment region, which includes Montgomery County, must attain the NAAQS for ozone by 1999 or face the prospect of significant penalties, e.g., cuts in Federal highway funding.

What recommendations could be appropriately made in the Glenmont Sector Plan which could help improve air quality? What can be done to reduce vehicular trips, thereby improving air quality? Can land uses be organized in such a way as to reduce air pollution? What can be done to reduce traffic congestion, thereby reducing the need for vehicles to idle at intersections?

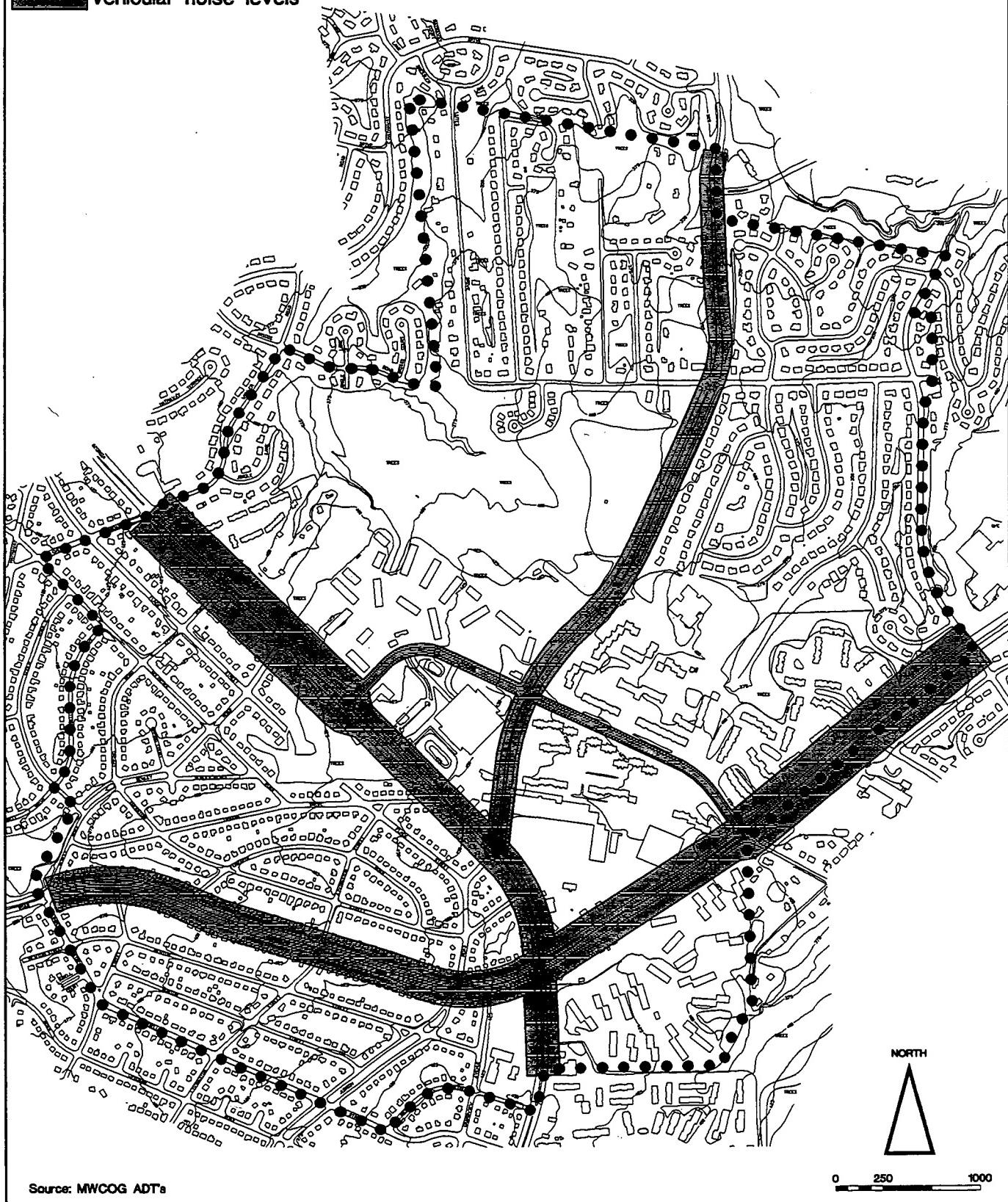
3. Water Supply

Glenmont is within the Montgomery County High water pressure zone. A 0.5 million gallon elevated water storage facility is located within the Glenmont Sector Plan area. The Glenmont water tower provides water for peak use equalization, fire protection, and emergency storage. The Montgomery County High Zone Supply Plan has recommended replacement of the existing Glenmont water tank with a 1.5 million gallon elevated storage facility; this facility would be needed to meet the projected demand in the year 2010. The replacement storage facility will require a site at least

Noise Contours

Figure 11

Areas subject to excessive
vehicular noise levels



Source: MWCOG ADT's

0 250 1000

3 acres in size. This could be accomplished by expanding the site of the existing water tank or by finding a suitable site nearby.

WSSC is also studying alternative means to provide a redundant water supply to the High Zone in order to satisfy the projected demands for water and provide a backup water supply in the event of emergency. This may involve the installation of water pipes from the Main Zone through Glenmont to the High Zone. Although this would impact Glenmont, the selection of an alternative is not considered a sector plan issue since the selection decision is expected to precede approval of the Glenmont Sector Plan.

What alternative sites exist for replacement of the Glenmont water tower? Can the existing site be expanded?

4. Sewerage

A portion of the Glenmont Sector Plan area is sewered through the Northwest Branch Trunk Sewer. Previous evaluations have indicated that future relief could be required for portions of this trunk sewer line.

To what extent could development be constrained by limited capacity in the Northwest Branch Trunk Sewer? What can be done to provide adequate sewerage transmission capacity with minimal disruption to the community?

G. Implementation

1. Concerns have been raised that once the Sector Plan has been approved, the recommendations in the Plan may not be fully implemented?

How can citizen knowledge, influence, and input into the development of the Sector Plan and its subsequent implementation be enhanced? Should steps be outlined in the Sector Plan that would guide implementation of the Plan recommendations? Could the Plan call for a subsequent review of the Plan within a certain time frame, e.g., in 5 years?

VI. OTHER ISSUES

This section describes issues that are typically addressed outside of a master or sector plan. Some service delivery/operational issues are not appropriate for inclusion within a sector plan. Other issues may be resolved before the sector plan is complete.

1. Georgia Avenue/Layhill Road

There are several problems at this intersection in addition to the overall level of congestion. There have been reports of poor storm water drainage at this intersection

even after the recent improvement to the intersection. Citizens have also identified a conflict between vehicles turning left from southbound Georgia Avenue onto Layhill Road (and then moving right to access the shopping center) and vehicles turning right from northbound Georgia Avenue onto Layhill Road. Both issues have been referred to the Montgomery County Department of Transportation (DOT) via the Glenmont Action Group (GLAG). Citizens have also voiced a concern about the speed of vehicles turning right from northbound Georgia Avenue onto northbound Layhill Road.

2. Speed Enforcement on Major Roads

Citizens concerned about crossing Georgia Avenue, Layhill Road, and Randolph Road on foot have voiced a concern about traffic speeds during non-peak periods. It has been suggested that the traffic signals on Georgia Avenue be timed so as to meter the traffic coming into Glenmont from Aspen Hill.

This issue was studied by the Maryland State Highway Administration (SHA) in July of 1993. SHA installed "Reduced Speed Ahead" signs but determined that red flashers were not warranted due to a low number of accidents on southbound Georgia Avenue. DOT has written to the State Highway Administration requesting consideration of additional measures.

3. Randolph Road

Some citizens have suggested that pedestrian safety would be increased by the installation of traffic signals at certain intersections along Randolph Road, e.g., at Heurich Road, at Judson Road, and at Livingston Street. These suggestions have been referred to the Division of Traffic Engineering at DOT via the Glenmont Action Group.

4. Poor Quality of Existing Sidewalks

In addition to the absence of sidewalks on numerous streets in Glenmont, citizens have voiced a concern about the poor quality of sidewalks in many areas (i.e., narrow sidewalks, sidewalks with utility poles or sign posts in the center, poorly maintained sidewalks, etc.). County budgetary constraints have restricted sidewalk maintenance to a portion of what is necessary/desirable. However, improvements to the pedestrian circulation system (e.g., wider sidewalks) would improve access to METRO and other important community facilities. This problem should be referred to the Montgomery County Department of Transportation.

5. Neighborhood Cut-Through Traffic

Although Georgia Avenue, Randolph Road and Layhill Road have become major commuter thoroughfares, citizens have also noted a problem with traffic cutting through neighborhoods. The Sector Plan will address this problem through general

policy statements; by identifying where cut-through traffic is a particular problem (e.g., Judson Road, Denley Road, Urbana Drive, Livingston Street, Lutes Drive/Briggs Road/Middlevale Lane, Glenmont Forest Circle, the private road through the Glenmont Shopping Center); and through the establishment of roadway classifications. However, specific problems should be referred by residents to DOT for solution pursuant to the procedures in legislation pending before the County Council and the pending Executive regulations.

6. Poorly Marked Bikeway

The existing Class II bikeway on Layhill Road has no signs or pavement markings to indicate that it is a set of bike lanes. Montgomery County DOT and M-NCPPC should work with the State bicycle coordinator at the Maryland Department of Transportation to ensure that adequate bikeway identification is installed.

7. Saddlebrook

Montgomery County leases the former Saddlebrook Elementary School buildings to the Parks Department. Park Police headquarters, the M-NCPPC archives, and the exhibits shop for the Parks Department occupy most of the building. The Parks Department makes available the school's former "all-purpose room" for activities which do not interfere with the Park Police operations at Saddlebrook (i.e., adult programs). However, the all-purpose room needs substantial repair (floor and ceiling); it is not air conditioned; and it needs a new coat of paint. Citizens have requested that this room be renovated to facilitate its use by the community. Renovations to the portion of Saddlebrook utilized by the Parks Department have already been implemented or are programmed for implementation later this year. Funds should also be allocated to renovate and air condition the all-purpose room for community use.

B:\Glenmont

APPENDICES

- A. Distribution of Land Uses by Zone (in acres)**
- B. Zoning and Density Summary Chart**
- C. Distribution of Dwelling Units by Type**
- D. Summary of Non-Single Family Detached Residential Development**

APPENDIX A

Distribution of Land Uses by Zone (in Acres)

LAND USE	C-1	O-M	R-20	R-30	R-60	R-90	RT-12.5	TOTAL
Single Family Detached	0	0	0	0	131.28	150.76	0	282.04
Garden Apartment (Rental)	0	0	18.77	72.14	0	0	0	90.91
Single Family Attached (Condominium)	0	0	0	0	0	0	8.21	8.21
Single Family Attached	0	0	0	0	0	3.46	0	3.46
High-Rise Apartment, Elevator (Rental)	0	0	0	0	0	0	0	0
Garden Apartment (Condominium)	0	0	0	14.75	0	0	0	14.75
Transportation (Highway Facilities, ROW, etc.)	0	0	0	0	0	31.72	0	31.72
Automobile Parking Lot (Permanent Use)	12.37	0	0	0	0	0.10	0	12.46
Utilities (Non-Office)	0.64	0	0	0	0	0.20	0	0.84
Subregional Shopping Center	2.78	0	0	0	0	0	0	2.78
Convenience Center	7.28	0	0	0	- 0	0	0	7.28
Lumber and Other Building Materials	5.13	0	0	0	0	0	0	5.13
Groceries - Retail	0.70	0	0	0	0	0	0	0.70
Gasoline Service Stations	1.07	0	0	0	0	0	0	1.07
Other Automotive - Retail	0.08	0	0	0	0	0	0	0.08
Fast Food Eating Places	1.46	0	0	0	0	0	0	1.46
Eating and Drinking (Not Fast Food)	0.30	0	0	0	0	0	0	0.30
Other Retail - Consumer Oriented	1.73	0	0	0	0	0	0	1.73
Bank	0	0.50	0	0	0	0	0	0.50
Police, Fire, Civil Defense	0	0	0	0.94	0	2.13	0	3.07
Nursery, Primary, and Secondary Education	0	0	0	0	3.81	10.59	0	14.40
Religious Activities (Churches, Temples, etc.)	0	0	0	1.00	0.32	10.38	0	11.70
Open Space (Non-Developable Private Open Space)	0	0	0	0	0	7.51	2.43	9.94
Parks-General Recreation	0	0	0	0	0	4.38	0	4.38
Vacant Land Available for Development	0.02	0	0	0	20.75	29.17	6.85	56.78
Undevelopable Land	0	0	0	0.38	1.10	1.16	0	2.64
TOTAL	33.56	0.50	18.77	89.22	157.26	251.55	17.49	568.33

Parcel N230 (2201 Glenallen Ave.) has both Garden Apartments and a High-Rise {Acreage shown in the Garden Apartment Land Use Category}

APPENDIX B

**Zoning and Density Summary Chart
(Residential Zones)**

General Plan Areas	ZONE	Probable Building Types	Density Range Shown in the Zoning Ordinance Dwelling Units Per Acre (du/ac) (Includes 22% for MPDU's where required, but does not include TDR's)	Public Water and Public Sewer Allowed	MPDU Required	TDR Allowed
Agricultural Wedge	RDT	Agriculture	1 du per 25 acres	No	No	No
	RC	Agriculture/ Single-Family Detached	1 du per 5 acres	No	No	No
	Rural	Single-Family Detached	1 du per 5 acres	No	No	No
Residential Wedge "Buffer" ¹	RE-2	Single-Family Detached	0.40 to 0.50 du/ac	No, unless recommended in the Master Plan	No	Yes
	RE-2C	Single-Family Detached	0.40 to 0.50 du/ac	Yes	No	Yes
	RE-1	Single-Family Detached	0.92 to 1.00 du/ac	No, unless recommended in the Master Plan	No	Yes
	R-200	Single-Family Detached/ some attached ²	1.50 to 2.44 du/ac	Yes, unless not recommended in the Master Plan	Yes	Yes
Suburban Communities/ Corridor/ Urban Ring	R-150	Single-Family Detached/ some attached ²	1.50 to 3.17 du/ac	Yes	Yes	Yes
	R-90	Single-Family Detached/ some attached ²	2.90 to 4.39 du/ac	Yes	Yes	Yes
	R-60	Single-Family Detached/ some attached ²	4.20 to 6.10 du/ac	Yes	Yes	Yes
	R-40	Duplexes or Townhouses	8.50 to 10.12 du/ac	Yes	Yes	Yes
	RT-6	Townhouses	6.00 to 7.32 du/ac	Yes	Yes	No
	RT-8	Townhouses	8.00 to 9.76 du/ac	Yes	Yes	No
	RT-10	Townhouses	10.00 to 12.20 du/ac	Yes	Yes	No
	RT-12.5	Townhouses	12.50 to 15.25 du/ac	Yes	Yes	No
	R-30	Garden Apartments	14.50 to 17.69 du/ac	Yes	Yes	No
	R-20	Garden Apartments and Elevator Apartments	21.70 to 26.47 du/ac	Yes	Yes	No
	R-10	Elevator Apartments	43.50 to 53.07 du/ac	Yes	Yes	No
	R-H	Elevator Apartments	43.50 to 53.07 du/ac	Yes	Yes	No
	Mixed Use Zones ³	Mixture of Unit Types	Varies	Yes	Yes	Varies

1. The 1969 General Plan referred to "Buffer Areas"; all master plans adopted after 1969 referred to these "Buffer Areas" as "Wedge Areas" of low density residential development

2. Single-family attached and townhouses allowed with MPDU/TDR provisions.

3. Mixed use zones include RMX, MXPD, PN, PD, PRC, TS, TSR, TSM, and CBD.

This chart is intended to provide a brief summary of residential zoning classifications in Montgomery County, excluding municipalities. Please consult the Zoning Ordinance for detailed information and special conditions.

Source: Montgomery County Planning Department, April 1993.

APPENDIX B

**Zoning and Density Summary Chart
(Non-Residential Zones)**

ZONE	NAME	DESCRIPTION	FAR ¹	HEIGHT LIMIT ²
C-1	Convenience Commercial	Convenience shopping facilities in which retail commercial uses with a neighborhood orientation can be located.		30 ft
C-2	General Commercial	General commercial uses such as various types of retail trades, businesses and services for a regional or local area.	1.5	3 stories or 42 ft
C-3	Highway Commercial	Allow commercial development along heavily travelled major highways to occur in an orderly fashion.		3 stories or 42 ft
C-4	Limited Commercial	Low-density commercial uses which are compatible with locations on arterial or major roads outside CBD and regional shopping centers.	.25-.75	30 ft-40 ft
C-5	Low Density Office, Commercial	Very low density general offices.	.25	35 ft
C-O	Commercial Office	Moderate to high intensity general office building.	1.5-3.0	3-8 stories or 97 ft
C-P	Commercial Office Park	Low-density, park-like development of office uses suitable for locations near similar commercial/industrial development or low-and medium density residential uses.		50 ft
C-T	Commercial Transition	Low intensity commercial office buildings which will provide an appropriate transition between single family residential areas and high intensity commercial development.	.5	24 ft - 35ft
H-M	Hotel - Motel	Hotels and motels located so that access from major highways or limited access freeways will not have an adverse impact on the surrounding neighborhood.	1.0	15 stories
I-1	Light Industrial	Small to medium scale industrial activities such as research and development, warehousing and storage activities, light manufacturing and assembly of products, and other similar uses.		3-10 stories
I-2	Heavy Industrial	Large scale industrial uses which generate significant heavy truck traffic, have noise, dust and dirt associated with the use, and could pose adverse environmental effects to the surrounding area.		5 stories or 70 ft
I-3	Technology and Business Park	Medium-density, industrial zone for park-like development of high-technology industries, research and development facilities, corporate and business offices and uses that have similar locational, site development and use requirements.	.5-.6	100 ft
I-4	Low-intensity, Light Industrial	Low-intensity, light industrial uses appropriate as a transition between residentially zoned areas and land classified in the I-1 and I-2 zones.	1.0	3 stories or 42 ft
O-M	Office Building, Moderate Intensity	Moderate intensity office buildings that will not have an adverse impact on adjoining residential neighborhood.	1.5	5-7 stories or 72 ft
R&D	Low Density Research	Offices, Laboratories, and limited light manufacturing.	.3-.5	50 ft

1. Floor Area Ratio. The ratio of the total gross floor area of the building and the gross square footage of the site. The upper range applies when the optional method of development is used.
2. The upper height limit range is dependant on the amount of lot coverage.

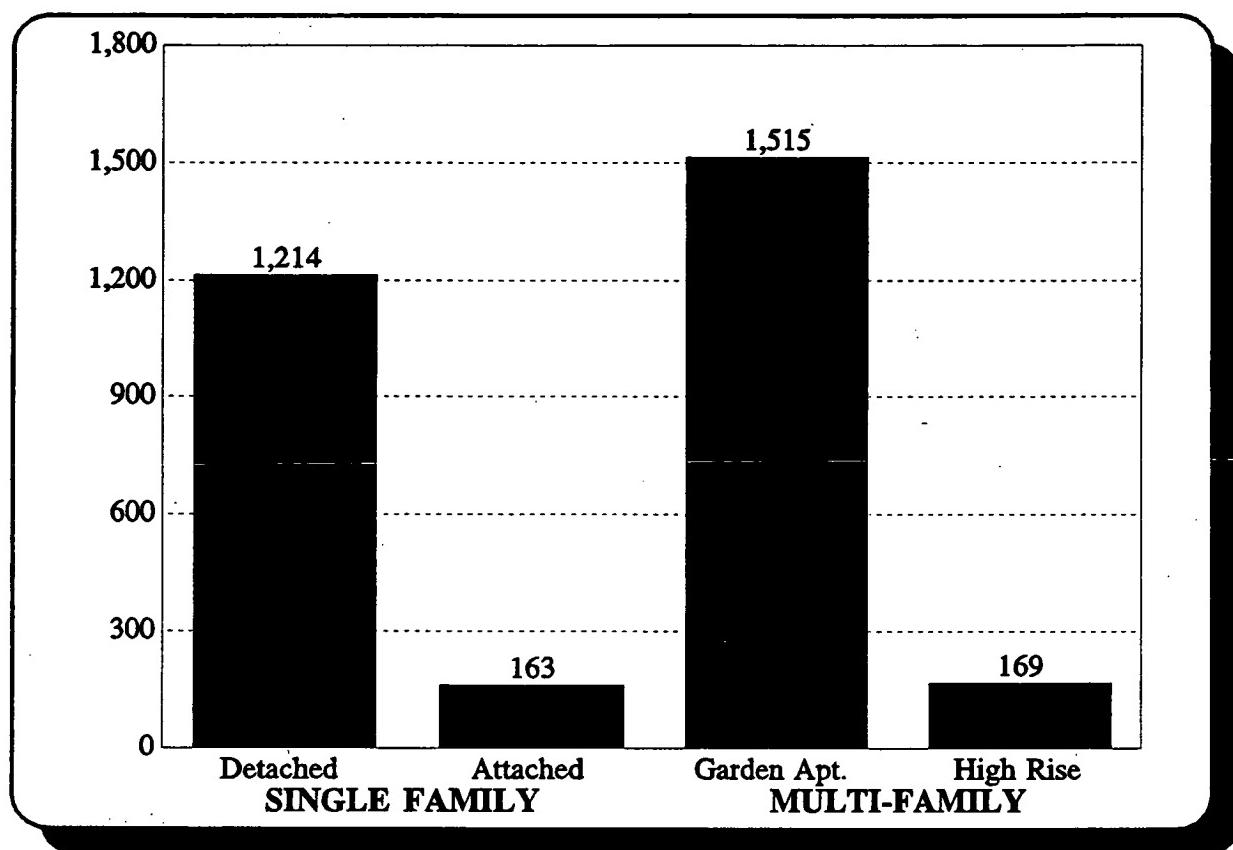
Mixed use zones include RMX, MXPD, PN, PD, PRC, TS, TSR, TSM, and CBD.

This chart is intended to provide a brief summary of non-residential zoning classifications in Montgomery County, excluding municipalities. Please consult the Zoning Ordinance for detailed information and special conditions.

Source: Montgomery County Planning Department, April 1993.

APPENDIX C

Distribution of Dwelling Units by Type



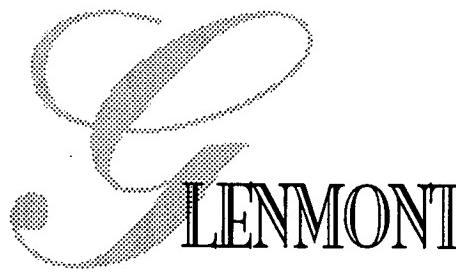
SINGLE FAMILY			MULTI-FAMILY			GRAND TOTAL
Detached	Attached	Subtotal	Garden Apartment	High-Rise	Subtotal	
1,214	163	1,377	1,515	169	1,684	3,061

APPENDIX D

Summary of Non-Single Family Detached Residential Development

PLACE NAME	STREET ADDRESS	TAX MAP	DWELLING UNIT TYPE	ZONE	UNITS	
SINGLE FAMILY DETACHED TOTAL					1,211	
Glenmont Forest Apartments	2300 Glenmont Cir.	JQ13	Garden Apartment (Rental)	R-30	482	
Glenmont Metrocentre Apartments	12631 Georgia Ave.	HQ63		R-30	363	
Winexburg Manor Apartments	2201 Glenallen Ave.	JQ13		R-30 & R-20	456	
GARDEN APARTMENT (RENTAL) TOTAL					1,301	
Foxhall Square Condominiums	12xxx Epping Ter.	HQ63	Single Family Attached (Condominium)	RT-12.5	48	
Windsor Square Condominiums	2xxx Atlanta Dr.	HR61		RT-12.5	51	
SINGLE FAMILY ATTACHED (CONDOMINIUM) TOTAL					99	
Glenfield North	126xx English Orchard Ct.	JQ13	Single Family Attached	R-90	64	
SINGLE FAMILY ATTACHED TOTAL					64	
Winexburg Manor Apartments	2201 Glenallen Ave.	JQ13	High-Rise Apartment, Elevator (Rental)	R-20	169	
HIGH-RISE APARTMENT, ELEVATOR (RENTAL) TOTAL					169	
Glenwaye Gardens Condominiums	2xxx Greenery La.	JQ13	Garden Apartment (Condo.)	R-30	214	
GARDEN APARTMENT (CONDOMINIUM) TOTAL					214	
Central Atlantic Conference	2210 Briggs Rd.	JR11	Mixed Religious Activities/Single Family Detached Residential Use	R-90	1	
John E. & R. S. Sandoe	12811 Georgia Ave.	HR61		R-90	1	
Pentecostal Holiness	12619 Holdridge Rd.	HQ63		R-60	1	
MIXED RELIGIOUS ACTIVITIES/SINGLE FAMILY DETACHED RESIDENTIAL USE TOTAL					3	
GRAND TOTAL					3,061	

♦ ISSUES REPORT ♦



GLENMONT
TRANSIT IMPACT AREA & VICINITY
SECTOR PLAN



THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

8787 GEORGIA AVENUE, SILVER SPRING, MD 20910-3760



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GLENMONT SP ISSUES